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12.30 p.m. " 2.30 " " 10 "
2.30 " " 5.00 " " 15 "
5.00 " " 8.10 " " 10 "

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DOWN TRAINS

Stations	No. 3 A Local.	No. 9 Through Express	No. 7 Local.	No. 9 Through Express.	No. 11 Local.	No. 15 Through Express.	No. 17 Local.	No. 23 Local.	No. 21 Local.
	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
CANTON (Tai Sha Tau) dep.		7.30		9.30		2.30			
SHEK LUNG " arr.		8.50		11.05		4.02			
		8.55		11.17		4.09			
Sham Chun " dep.		10.25		12.57		5.50			
		10.30		1.00		5.53			
Shumshuipo " dep.	7.27	8.16	8.12	1.50	11.43		3.00	5.36	8.11
Fanling " "	7.33	—	8.18	1.57	11.51		3.08	5.42	8.17
Taipo Market " "	7.47	—	8.31	2.12	12.06		3.22	5.56	8.31
Taipo " "	7.55	—	8.39	2.20	12.14		3.30	6.04	8.39
Shatin " "	8.06	—	8.50	2.31	12.25		3.41	6.15	8.50
Tai Wai " "	8.17	—	9.01	2.42	12.37		3.52	6.26	9.01
Hunghom " arr.	8.32	—	9.16	2.58	12.51		4.06	6.40	9.15
KOWLOON " arr.	8.36	11.10	9.19	3.02	12.55	7.25	4.09	6.43	9.19

UP TRAINS

Stations	No. 4 Local.	No. 6 Through Express	No. 8 Through Express.	No. 10 Local.	No. 12 Local.	No. 16 Through Express.	No. 18 Local.	No. 12A Through Express.	No. 22 Local.	No. 24 Local.
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Last Ferry leave H.K.	6.35	7.45	8.35	10.15	11.15 a.m.	1.05	1.55	5.35	6.05	
KOWLOON dep.	6.55	8.10	8.55	10.35	12.05 p.m.	1.15	2.15	5.55	6.25	
Hunghom "	6.59	—	8.59	10.39	12.09	1.19	—	5.59	6.29	
Tsimshui "	7.07	—	9.06	10.46	12.16	1.26	—	6.06	6.36	
Shatin "	7.18	—	9.17	10.57	12.27	1.37	—	6.17	6.47	
Taipo "	7.30	—	9.29	11.09	12.39	1.49	—	6.29	6.59	
Taipo Market "	7.38	—	9.37	11.17	12.47	1.57	—	6.37	7.07	
Fanling "	7.57	—	9.56	11.36	1.06	2.16	5.17	6.56	7.26	
Shumshuipo "	8.01	—	10.00	11.40	1.10	2.20	5.21	7.00	7.30	
SHEKLUNG "	—	—	10.16	11.56	—	—	—	—	—	
	—	—	10.20	12.00	—	—	—	—	—	
CANTON (Tai Sha Tau) arr.	—	—	11.30	1.10	—	—	5.48	—	—	

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	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling ...dep.	8.50	12.00	2.20	6.00	Shataukok...dep.	7.05	10.20	1.05	5.00
Shataukok ...arr.	9.45	12.55	3.15	6.55	Fanling ...arr.	8.00	11.15	2.00	5.55

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AMERICAN SHIPPING OUTLOOK.

UNSALEABLE WOODEN VESSELS

[BY ARCHIBALD HURD.]

A remarkable situation has developed on the other side of the Atlantic which suggests that nationalisation of shipping, even in the modified form which now obtains in the United States, may prove an extremely costly experiment. Everyone knows how the Americans came into possession of a great merchant fleet; it is a story which does honour alike to their devotion to the Allied cause, to their organising ability, and to the adaptability and industry of the workers; for many of the yards had to be suddenly created and the men who were to build the ships given an intensive training in the use of their tools. It was a fine achievement. When the Armistice came, the problem which arose was an embarrassing one. What should be done with all the ships which had been constructed at a cost of upwards of $3,000,000,00.), say £900,000,000 at approximately the present rate of exchange? The policy was worked out by the Shipping Board, presided over not by a man versed in commercial affairs, but by an officer of the Navy, Admiral William Benson, whose knowledge of the economics of the sea is certainly not extensive. As is now being increasingly realised in the United States, grievous mistakes were made.

400 WOODEN OR CONCRETE SHIPS.

In spite of all efforts the Shipping Board has succeeded in selling only an infinitesimal proportion of the fleet of wooden and concrete ships built under the war programme. Action was delayed so long that the bottom fell out of the market. It now has on its hands nearly 400 of these vessels, and it seems unlikely, with about 7,000,000 tons of steel construction to be completed in the world's shipyards during the next twelve months, that it will be possible to realise the vast capital which they represent. An effort was recently made to sell 310 of them, and only four bids, ridiculously low, were received, suggesting that the bidders regarded them as good only as "scrap timber." It is reported that they cost about $130 a ton to build, and the best price so far offered comes out at less than $15 a ton. Admiral Benson, the chairman of the Shipping Board, has made an admission which will cause Americans some disquietude when they recall the delay which has occurred in putting these vessels on the market. Whether the Shipping Board has been solely to blame in this matter does not concern us, who are merely spectators—friendly spectators—of events, endeavouring to learn from American experience.

"It looks as though there is no American market for the wooden ships," Admiral Benson has stated. "The reason is that they cannot be operated at a profit by Americans. The insurance rates are excessively high, and the American maritime laws require a large crew at big salaries.

"I cannot see how the board can dispose of them unless it sells them to foreign purchasers. Foreign operators, whose maritime laws do not require large crews and who would not have to pay such high wages might find it profitable to take them over and operate them. They could not be sold to foreign operators at the present time in any event. The Jones Act requires the approval of five of the seven members of the new board and the board has not yet been appointed.

"The wooden ships are tied up at various ports along the Atlantic and Pacific coasts," Admiral Benson added. "At Norfolk, Va., there are 192 of them in the James River. The cost of maintaining them, even when tied up, is large, but is being reduced rapidly. It is costing about $100 a month for each of the wooden vessels in the James River, as compared with between $5,000 and $6,000 a few months ago. The cost will be further reduced when the ships are closed for the winter."

The position is thus an extraordinary one. For, on the one hand, there is no market for these vessels in the United States; and, on the other, the famous Jones Act, which was intended to promote American maritime interests, forbids their sale except in circumstances which did not exist when Admiral Benson spoke. The Board has now been fully constituted, but it will be no matter of surprise if it is found that the vessels are also unsaleable to foreigners.

IDLE SHIPBUILDING WAYS.

Then turn to another aspect of the American shipping position. Of the steel shipbuilding ways 52 per cent. are empty, quite apart from the idle yards which have been turning out wooden and concrete vessels. According to the New York "Journal of Commerce," there are now 827 ways in ninety-eight shipyards which are capable of turning out steel ships. The growth of the industry is apparent when it is known that there existed in the spring of 1917 only 239 building berths. On Oct. 1 a careful survey of the industry revealed that of the 637 ways 226 were idle and 101 were to be dismantled. The inactivity which has fallen on these establishments is traceable in part to the failure of the Shipping Board to sell the great volume of shipping which it inherited from the war to any comers—American or foreign. Its wise policy would have been to "clear out" of the business as soon as possible and at almost any loss before the fall in freights occurred, amounting in the past six months to about 50 per cent. Now the future of an immense amount of tonnage—wooden and steel—is uncertain, and shipowners are evidently holding back fresh orders until they know whether they will be able to buy any of these completed ships at a "knock-down" price. Hence shipbuilding in the United States is steadily declining from month to month.

The fall in freights and the high cost of operating American ships has made shipowners nervous. The Shipping Board, after deciding on its post-war policy, made an agreement with them for the sharing of profits on vessels allocated to them for management. What is the position of the shipowners when there is no prospect of any profit to be shared? The framers of this modified scheme of nationalised shipping did not foresee this development. There was a time when there was a struggle for ships on the profit-sharing terms, but now that the shipping outlook has changed there is anxiety to get rid of unremunerative vessels.

It is stated on authority which there is no reason to doubt, that 75 per cent. of the Government-owned vessels are being run by the unfortunate shipowners at a loss; and American business men are not in the habit of watching adverse balances mount up. So upwards of 200 steel ships—that is quite apart from the wooden and concrete vessels—have been returned to the Shipping

(Continued at foot of next column.)

RUSSIAN VOLUNTEER FLEET.

ANOTHER CLAIMANT.

RECOGNITION ACCORDED BY WAICHIAOPU.

Another step in the famous dispute over the possession of the Russian Volunteer Fleet has been taken by the announcement in Shanghai that Mr. L. Fred Patstone, general manager of the China Commercial Development Company has been appointed agent of the Russian Volunteer Fleet, in Shanghai.

The "controversy, our readers will recall, is whether the fleet is to be controlled by the old original Board, which removed from Petrograd to Constantinople, after the downfall of Kerensky, and whose representative in Shanghai, Mr. Goddard, is well known; or by the Vladivostock Government, which claims to be the only successor of the united Russian Government and, therefore, the legal controller of the R.V.F.

The special interest of the present phase lies in the letter (of which a translation appears below) from Mr. Hsu Yuan, Chinese Commissioner of Foreign Affairs, to Mr. Patstone.

In this letter Mr. Patstone is said to have been appointed by the Vladivostock Government and is recognized as the R.V.F. agent by the Waichiaopu. The letter, translated is as follows:—

I have received the following telegraphic order from the Waichiaopu:—

Patstone, representative of the Russian Volunteer Fleet resident at Shanghai, having received his appointment from the Vladivostock Government, has applied to the Commissioner of Foreign Intercourse at Shanghai for recognition by telegraph, stating that this matter is very urgent, as otherwise nothing can be done with the ships and cargoes.

"Since China is acting in respect of the power and duties of Russian Consulates, the request by the said representative for recognition may be granted, etc."

Apart from notifying the Supervisor of the Shanghai Maritime Customs by letter so that he may inform the Commissioner of same of this decision, I have the honour to transmit this order to you in writing for your information.

With greetings.

(Sgd.) HSU YUAN.

December 20th.

PEKING'S RECOGNITION OF MOSCOW.

This letter, the *N.-C. Daily News* says, raises one or two rather interesting points.

In recognizing Vladivostock's appointee the Chinese Government implicitly recognizes the Vladivostock Government. But the latter has recently declared its recognition of the Chita Government as head of all Far Eastern Russia; and Chita, in turn, is, there appears no doubt, subordinate to Moscow. So that the Chinese Government would seem to have let itself in for tacit recognition of Moscow.

Incidentally it also appears to be functioning in the International Settlement, by thus intervening in a dispute over the management here of a business company.

Altogether rather a pretty complication.

UNIVERSITY FOR RANGOON.

As one of several important developments designed to bring Burma into line with the progress achieved in other parts of the Indian Empire, the Government of that province has decided to establish a university at Rangoon.

The administration will be in the hands of a council, with an executive committee, comprising representatives of such bodies as the Burma Chamber of Commerce and the Rangoon Trades Association, while matters connected with teaching will be in charge of a Senate composed almost exclusively of professors and lecturers.

Board. I am again indebted to the "Journal of Commerce, of New York, for interesting details of the recent stages of this movement:

A few days ago W. R. Grace and Co. restored to the Shipping Board the last vessel which it was operating for Government account. At one time more than forty Shipping Board steamers flew the Grace house flag. The International Mercantile Marine Company has turned back more than thirty ships during the past few weeks, and, it is reported, will augment this number with other freighters. The Barber Steamship Lines, which have been favoured at times with more than 300,000 dead-weight tons of ships, have followed the lead of the other old companies and have ceased to serve as managing agents for the board. The France and Canada Steamship Company and various other American lines have taken similar action. Some of the largest steel freight carriers have been returned.

A BRITISH CONTRAST.

The defect of all bureaucratic administration is that it is slow to react to changed conditions. Fortunately for us, Sir Joseph Maclay, the Shipping Controller, realised this defect, and, soon after the signing of the Armistice, he determined to realise the shipping which was left on the hands of his department without delay, for in the later stage of the war the British Government, like the American Government, also went in for shipbuilding. He might have decided that the Ministry of Shipping should sell these vessels or he might have turned them over to the Disposals Board. He steered clear of both mistakes. Lord Inchcape, enjoying the confidence alike of the Government and of shipowners, was asked to undertake the sale. It was not an enviable task, but Lord Inchcape accepted it. The result is that very expeditiously the whole of the ships were sold at good prices, the work being done without fee or reward, and then came the slump in freights.

That transaction, in contrast with the experiences through which the United States Shipping Board is passing, illustrates the virtues of individualism as compared with even the modified form of nationalisation which was adopted on the other side of the Atlantic. The same procedure is now being followed with the ex-enemy tonnage which has been surrendered to this country under the Peace Treaty.—*Daily Telegraph.*

JAPANESE NAVAL EXPENDITURE.

Y125,000,000 INCREASE.

NATIONAL STRENGTH THE GUIDING POLICY.

TOKIO, December 23rd.

The Minister of Finance has announced his Budget Estimates, which comprises the following figures (millions omitted):—

	Yen.	
Ordinary income	1,250	
Extraordinary income	325	
Expenditure	1,563	Increases
Army	263	50
Navy	436	125
Communications	264	52

The other items correspond closely with those of the last Budget.

The Minister in presenting these figures to a Committee of the House of Peers, said: "Every effort has been made for economy, while the largest possible amounts within the financial capacity of the State have been allowed for such enterprises as are deemed most essential for the development of national power and the improvement of social conditions."

The Premier, addressing the Committee of the Lower House, said:—"In compiling the Budget the Government's guiding policy has been to increase the national strength."

The Foreign Minister replied to a number of questions. Referring to the waiving of Japan's claims to the right of immigration into territories over which Australia holds the mandate, the Minister said the Government had only so acted after having definitely declared its intention of insisting on the maintenance of the principle of equal opportunity, and of the rights and interests already in Japan's possession.

The Californian question was, he said, still the subject of diplomatic consideration. A new treaty with the United States was expected, which would in some measure restrict land legislation. He promised to reply in the Diet to a request for an explanation as to the differences between the missionary and official reports in regard to Chientao.—*Reuter.*

AFTER A SEA VOYAGE.

ALLEGATIONS AGAINST SHIPPING COMPANY WITHDRAWN.

The case was mentioned recently before Mr. William Wadsworth, District Judge of Colombo, in which Mr. Thomas Mackie, of the G.O.H., sought to recover a sum of Rs. 75,000, as damages from the Messageries Maritimes Company. Plaintiff complained that he travelled as a first-class passenger on the s.s. *Paul Lecat* from Colombo to Singapore. On the voyage he was taken seriously ill through his being served with food unfit for human consumption. His health had been permanently impaired and he had suffered serious loss of income which he estimated at the sum claimed. The defendant company admitted that the plaintiff was taken ill on board but denied that his illness was caused in the manner alleged. They denied liability.

When the case was called Mr. C. E. Sherwin, plaintiff's solicitor, moved that plaintiff's action be dismissed without costs, plaintiff withdrawing all allegations made against defendant company.

The defendant Company's solicitors consented.

The Judges allowed the application.

RECORD COCAINE CASE.

BIGGEST HAUL EVER MADE IN INDIA.

The Chief Presidency Magistrate, Bombay, recently, convicted R. Imato, an assistant in a Japanese laundry, and sentenced him to one year's rigorous imprisonment, for having cocaine in his possession.

It was the biggest haul of cocaine ever made at one time in India.

Imato was charged by the police with having in his possession 321 ounces of cocaine valued at Rs. 62,400. The accused tried to rush a van through the main gate of Prince's Dock, Bombay, when Mr. A. G. Johnstone, Customs Preventive Officer, stopped the van. The accused said the van contained only dirty clothes brought from the s.s. *Burma Maru* given by a foreman on board. The Customs officer on searching the van disclosed 312 ounces of cocaine in bundles of dirty clothes. Accused pleaded not guilty and denied all knowledge of the existence of cocaine in the van.

IS RACING A LUXURY?

A Bombay wire of December 7th states: The Bombay Corporation last evening debated a motion urging the utilisation of the racecourse for building purposes. In the course of the debate Mr. Jamsetji Wadia, the Parsi millionaire and millowner, said that there were members who were inclined to call racing a public luxury if not a vice, but he considered it a very great recreation and pleasure. He had been going to the racecourse since his youth, and he assured them that he had derived the greatest enjoyment by going there. He had seen there the finest horses, the finest society, and the most agreeable company, and he had never been out of pocket by more than Rs. 5 at a time.

Mr. Dhondy: "You are very lucky." (Laughter.)

Mr. Wadia said that he was, but if people chose to gamble on the racecourse or speculate in the share market and lose money he could not help it.

The motion was rejected by a large majority.

Owing to a sudden irruption a mine has been completely inundated at Biliton near Tandjong Pandan. Within ten minutes the mine was full of water, and thirty-three workers could not be saved and have probably been drowned. All pumps are now working day and night in order to drain the mine.

THE CANTON ARSENAL.

THE STORY OF ITS ATTEMPTED DESTRUCTION.

The Government Arsenal at Shekcheng is now running smoothly under Mr. Chan Wing-sen, the new Director-General of the plant. When the Arsenal was taken over by Mr. Chen, it was somewhat damaged, but since then, necessary repairs have been effected and large extensions are contemplated, equipment to the value of over $3,500,000 being now on the way to Canton.

The Director-General, in conversation with a representative of the *Canton Times*, made the following statement in regard to the attempted destruction of the Arsenal:—

"For both political and military reasons, I am not in a position to answer most of the questions you asked. I am prepared, however, to give an account of the attempted destruction of the Kwangtung Arsenal by the departing Kwangsi troops.

"In the afternoon of October 29th, 1920, General Ma Chi, of the Kwangsi Army, entered the Arsenal at Chekcheng with the remnants of his defeated troops and at once ordered all work in the various departments to be stopped.

"The workmen, numbering some fifteen hundred in all, were herded out of the Arsenal at the point of the bayonet, while the officers and staff were placed under guard in their quarters. The premises were full of soldiers, who lined up on all the walks both inside and outside the gates. General Ma Chi was seen to be in a ferocious but rather impatient mood—he walked back and forth in the enclosure and occasionally mounted his horse and rode in and out of the gates, sometimes galloping as far as the railway station.

"It was during these moments that the four large bombs, and five small ones maliciously prepared some two months before, were placed into their allotted positions, and the magnificent plant, on which millions of dollars had been spent, was destined to total destruction.

"After the bombs were installed, the officers and staff, who were imprisoned hitherto in their quarters, probably for the reason that they might leak out information, were then allowed to leave the Arsenal; and at 8 p.m., the first bomb was set off by electricity. The explosion brought volleys of rifle and machine-gun bullets from the regiments which were stationed at the surrounding forts, and which had previously gone over to our side. At this juncture, General Ma Chi and his troops fled to the railway station near by and there lay quiet until 2 a.m., the following morning, when he again returned and set off the second bomb. The forts resumed firing and the Kwangsi troops retreated with their leader in full gallop to the railway station where a train was boarded.

"Whether the remaining bombs were not set off on account of the lack of time or unexploded on account of inadequate electrical installation could not be ascertained, but these, some weighing as much as three hundred pounds each, were dug up and eventually dismantled.

"As to what extent of damage resulted, I may state that the power plant, rifle plant, cartridge plant and loading plant have been affected. With regard to the repairs done, I can only say that the whole plant has been put back into operation some weeks ago.

"As to the producing capacity of the arsenal and our plan of increasing the capacity by the addition of new machinery, you will have to pardon me for holding a reticent attitude in the matter."

EDUCATION IN CANTON.

MAJORITY OF CHILDREN RECEIVING NONE.

The *Canton Times* says:—Canton has 57,328 children of school age, boys and girls from six to fourteen years old, according to the City Superintendent of Police Instruction. Of these number, 32,607 are boys, and 24,721 girls.

Among these children, only 24,833, or 45 out of every hundred, are in school, mostly, however, attending private schools or in home tuition. Some 5,161 boys and 1,738 girls are attending primary schools of modern type while 13,976 boys and 1,063 girls are being taught in semi-modern schools.

Of the 31,077 children 18,445 girls and 12,632 boys, reported as not attending any school, 11,402 girls and 7,776 boys claim that they are too poor to do so; some 97 boys and 94 girls, are defective; and for 6,949 girls and 4,759 boys, other reasons are given.

JAPAN CLAIMS PRIVILEGE IN SIBERIA.

The reports that Japan insists on gaining special privileges in the Russian Far East, namely:—(1) Monopoly of trade along the Russian Pacific coast; (2) Continuation of the Russo-Japanese Fishing Convention; (3) Protection of Russian fisheries by Japanese armed forces—have been partly confirmed by the memorandum of the Japanese Diplomatic Mission addressed to the Vladivostock Government, wherein the former notifies the Russian authorities that all fisheries in the lower part of Amur will be taken charge of by the Japanese military force.—*Russia.*

The Medical Officer's health return for the past week shows that five Chinese died from influenza. There were three diphtheria cases (non-European) but none were fatal. Other notifiable diseases showed a clean sheet. In the 24 hours ended December 28th, however, two more cases of diphtheria were reported amongst the Chinese population and one was fatal. A fatal case of cerebro-spinal fever (Chinese) also occurred in the same period.

ARRIVAL OF THE NEW GENERAL.

OFFICIAL LANDING YESTERDAY.

Major-General Sir George Macaulay Kirkpatrick, K.C.S.I., K.C.B., who succeeds Major-General F. Ventris, C.B., in command of the Troops in Hongkong and China, arrived yesterday morning on the transport *Bremen*, and made his official landing at Blake Pier at 2 p.m. The Guard of Honour was provided by the Wiltshire Regiment. The General was welcomed on landing by Major-General Ventris and his Staff, and a large body of other officers of the garrison.

Major-General Sir George Kirkpatrick has had a notable military career. He is the son of the late Sir George Airey Kirkpatrick, K.C.M.G., ex-Lieutenant-Governor of Ontario. He entered the R.E. in 1885; became Captain in 1894; Major in 1903; and Colonel in 1908. He was A.D.C. to the G.O.C., Thames District, from 1892 to 1895; D.A.A.G., South Africa, 1899 to 1902; D.A.Q.M.G., Canada, 1902 to 1904; Headquarters, 1904-6; and General Staff Officer, 1st Grade, India, 1906-10. He served in South Africa, 1899-1902 (despatches twice, brevet of Major and Lieut.-Col.; Queen's medal, 5 clasps; King's medal, 2 clasps). He was Inspector-General, Military Forces of Australia, 1910-14; in European War 1914-15, and promoted to Major-General; passed Staff College; was Director of Military Operations, India, 1914-16; and Chief of General Staff, Army Headquarters, India, since 1916.

Lady Kirkpatrick and two daughters also arrived on the *Bremen*, and are staying, for the present at the Hongkong Hotel.

Major-General Kirkpatrick will make his official call on His Excellency the Governor this morning.

Major-General F. Ventris, is leaving by the *Sicilia* on January 1st.

GENERAL VENTRIS' FAREWELL.

The following cable has been sent to the Officer Commanding the British Troops at Tientsin:—"Major General Ventris, on vacating the Command of the Forces in China, says farewell to all ranks in North and South China."

THE DEPARTURE OF MR. AND MRS. STABB.

A REMARKABLE SEND-OFF.

A very large crowd assembled yesterday morning in the vicinity of the Hongkong and Shanghai Bank and Statue Pier to say farewell to Mr. and Mrs. Stabb. Mr. Stabb was borne on the shoulders of members of the Bank staff to the pier, Mrs. Stabb being borne in her chair. As they left the Bank three enormously long strings of crackers were ignited and made a deafening noise for fully ten minutes. As Mr. and Mrs. Stabb embarked on board the Wayfoong launch the Bank men started to sing "Will ye no come back again?" and then, "For he's a jolly good fellow," in which the general body of Europeans assembled on the wharf participated. Altogether this farewell tribute was an eloquent expression of the high esteem and regard in which Mr. and Mrs. Stabb are generally held in the Colony and must ever be to them a pleasant recollection. Seldom in the history of the Colony have departing residents been accorded such a royal send-off.

A few close personal friends (including Mr. A. G. Stephen, Mr. Stabb's successor) proceeded on the launch to the Pacific Mail liner *Colombia*, which left at noon for San Francisco.

Mr. and Mrs. Stabb expect to remain in the United States for several weeks, and will sail from New York for England some time in March on the *Mauretania*. Mr. Stabb was born in Newfoundland, and served for several years in the New York branch of the Hongkong and Shanghai Banking Corporation.

REPRESENTATIVE GOVERNMENT IN JAMAICA.

KINGSTON (JAMAICA), Nov. 12th.

The feeling for a wider system of Government is becoming stronger. The people are not represented on the Privy Council. The Governor is sympathetic to the movement for representative Government, and pending the settlement of the question he has decided to include in the Government one of the elected members of the Legislative Assembly, for he feels the need of a connecting link with the people.—*Times*.

It is announced from Russian sources that an agreement has been reached whereby the civil war in the Russian Far East is ended.

CASES AT THE MAGISTRACY.

STREET ROWS BY FUKIENESE.

Sub-Inspector R. Wills paraded six Fukienese before Mr. Orme at the Magistracy, yesterday, on a charge of disorderly behaviour at 81, Connaught Road West, the previous morning. The Inspector told the Magistrate that at 11.45 a.m. on December 28th, the police received an alarm of an armed robbery in Queen's Road and turned out in force. It proved to be a quarrel and a fight between the defendants and while the police were dealing with it a more serious offence was being committed in the same district. He did not press for a penalty, but these young men should be made to understand that they could not do as they liked. In the afternoon of that day they broke out again. Nothing serious occurred amongst them but conduct like this sometimes led to murder. The Magistrate imposed a fine of $5 each.

The more serious offence to which Inspector Wills alluded was a stabbing affray in which a Chinese hawker, aged 23, was wounded in the back with a knife in a gambling quarrel with two other men who have not yet been arrested. The wounded man was removed to the Government Civil Hospital.

THE BITER BIT.

A Sikh policeman in Samshuipo, returning home from duty found two Chinese crouching near his hens. They were so deeply engrossed that he was able to stand by and watch their operations without being observed. One man was scattering rice to tempt the fowls; the other seized a fowl and put it under his coat. Caught red-handed, each of the men received sentence of a month's imprisonment at the Magistracy, yesterday.

CHARGE AGAINST CHINESE CONSTABLES.

Before Mr. N. L. Smith at the Magistracy, yesterday, two Chinese constables were charged with dereliction of duty.

Mr. M. K. Lo and Mr. J. H. Gardiner defended.

The allegation, made in evidence by Chief Detective Inspector Murison, was that the constables searched a man employed on the *Fat Shing*, took opium from him and, instead of reporting the case, sold the opium for their own benefit.

A remand was ordered.

A FALSE-BOTTOMED JUNK.

Two Chinese were charged by Revenue Officer Clark at the Magistracy, yesterday, with the unlawful possession of 2,393 taels of opium. The officer found the drug in their junk which had a false bottom under the entire after part. The case was adjourned at the request of Mr. J. M. Hall, solicitor, who informed the Magistrate (Mr. Orme) that he had just been instructed for the defence.

A WEEK IN PRISON.

WHAT IS IT WORTH?

The value of a week's accommodation in one of "His Majesty's Hotels" was the unusual point raised in a case at the Magistracy yesterday. A Chinese, charged with gambling, had been sentenced to two months' imprisonment, but sentence was deferred and prisoner remanded in custody for a week in order that his past record might be investigated. It was found that he had not, as had been thought, served a previous sentence of two months for keeping a gambling house—he had been unable to pay a fine for a lesser offence and so had gone to prison. The present sentence therefore came up for revision with a view to lightening it. It was adjusted to $30 dollars or one month's imprisonment.

Mr. D'Almada, who appeared for the defendant, said he supposed the man could either serve the remaining three weeks or pay the fine.

The Magistrate (Mr. Orme): If he pays the fine, he will pay it less a proportion which will have to be worked out.

The Magistrate also remarked that the defendant had a grievance in that his word—which had now been found truthful—was not believed as to the nature of his previous conviction. The Police Court officials were not instructed, however, as to the scale of compensation to be allowed for this grievance in arriving at the amount of the penalty still to be exacted from the defendant.

THE FAMINE SURTAX.

IMPORTANT EXEMPTIONS.

The Peking correspondent of the *N.-C. Daily News*, telegraphing on December 24th, said:—

As a result of protests by the Diplomatic Body to the Chinese Government, the Octroi Office agrees that all shipments in foreign hands and shipments with import transit passes shall be exempt from the famine surcharge.

SPORT.

FOOTBALL.

UNITED SERVICES LEAGUE.

The match Wiltshire—R.G.A. was scratched as the Gunners failed to raise a team.

"HAWKINS," 1; "CURLEW," 1.

On the Navy "A" ground the *Curlew* kicked off before a good number of Service men. The *Hawkins* assumed the offensive at an early stage of the game, but were unable to score. The *Curlew*, however, were by no means idle. Play was very fast, and each goalkeeper was called upon to handle frequently. Cook and Wetherby combined well and kept Wilkins very busy. On the other side, Chatham was often dangerous but the goalkeeper saved well. The *Curlew* took up the attack in earnest, and Wetherby sent out to Taylor, who sent in a first-timer long dropping shot, which Jones misjudged, and the ball passed over his head under the bar, giving the *Curlew* the lead, just before the whistle sounded for half time.

Resuming, the *Hawkins* at once pressed, and tried hard to draw level, but the *Curlew* custodian cleared in good style. The *Hawkins* forced several corners, which the *Curlew* defence cleared. From a break away, the *Curlew* should have increased their lead, for Wetherby passed out to Scott, and the latter beat Russell and sent over where Taylor was standing unmarked at close range, but Taylor returned the ball to the left, instead of shooting, and Jones cleared. The *Hawkins* transferred play to the other end and forced a corner, which Cunliffe placed well and Chatham headed in wide. Shortly afterwards Webb went away on the left and centred, and Chatham, dodging the backs, sent the ball into the net and made the scores equal. Play now ruled on the rough side, each team trying to take the lead, but the defence proved equal to the attack and the whistle sounded with the result of one goal all. Mr. Wells controlled the game.

"TAMAR," 2; "AMBROSE," 0.

These Clubs turned out on the Navy "B" ground where a ding-dong struggle ended in a win for the *Tamar* by 2 goals to *nil*. The *Tamar* started the game and went down and forced a corner, Heap sending behind. The *Ambrose* transferred the play to the other end, where Monkhouse sent in wide. The *Ambrose* returned, and Beardall sent over the top. The *Tamar* then got away, and Hayes sent in a very tame shot, which Harwood stopped, but let the ball out of his hands over the goal line, thereby giving the *Tamar* the lead. Midfield play followed. Following a break away by the *Ambrose*, Beardall forced a corner, but sent the resulting kick behind. The *Tamar* transferred to the other end where one of the defenders handled in the penalty area, and Styles made no mistake, sending in a low shot that beat Harwood. From the centre kick the *Tamar* forced a corner, which Heaps sent behind. The *Ambrose* kept up the pressure, but were unable to increase their score. Time arrived with the *Tamar* winners of a good game by 2 goals to *nil*.

Mr. Cheesely controlled the game.

GRAND CHARITY MATCH.

In the Grand Charity Match on New Year's Day, on the Club ground, at 4 p.m., arranged by the Hongkong Football Association in aid of local charities, the teams, "British Isles" *v.* "The Rest," will be chosen from Division II. of the League, and will be as follows:—

"British Isles."—W. McLeod (United); Murison (Oilers) and Schooler (Staffs); C. H. Blake (United) Captain, Ireland (H.K. Club) and Charlesworth (*Carlisle*); G. T. May (United), Goff (*Carlisle*); Bath (Oilers); Lieut. Lees (Punjabis) and Jones (Oilers).

"The Rest."—Marie Silva (St. Josephs); Fok Bing Ying (South China) and E. P. Hyman (St. Josephs); B. A. Hydor (Indian R.C.); S. A. M. Sepher (St. Josephs) and P. Xavier (Recreio); R. M. Omar (St. Josephs) Captain, E. R. Hyman (St. Josephs), W. C. Ogley (St. Josephs); So Chung Ming (South China) and A. Rahmin (St. Josephs).

CRICKET.

HONGKONG CLUB *v.* UNITED SERVICES.

The following will represent Hongkong Club *v.* the United Services on Saturday, at 10 a.m., on the Hongkong Club ground:—W. C. D. Turner (capt.), R. E. O. Bird, C. Blaker, F. J. de Rome, F. H. Farthing, J. D. Humphreys, T. E. Pearce, E. B. Reed, R. A. Sawyer, G. R. Sayer, and R. L. D. Wodehouse.

HOCKEY.

H.H.C., 2; NAVAL TEAM, 0.

The Hongkong Hockey Club met a combined team from H.M.S. *Titania* and H.M.S. *Ambrose*, yesterday, on the U.S.R.C. ground, at Kowloon and a good game resulted in a win for the Club by 2 goals to *nil*, Evans, the captain of the Club team, having the credit of scoring both the goals.

THE TRAFFIC IN CHILDREN IN HONGKONG.

The *Church Times*, of November 19th, says:—

It may be remembered that early in the present year Colonel John Ward asked some questions in the House of Commons respecting alleged traffic in human beings in the Crown Colony of Hongkong. He had already raised the question during the war and was now told the Colonial Office had written to the Governor of Hongkong, suggesting registration and inspection of the purchased girls and children. We now learn from a correspondent that the sale and purchase still goes on for the purpose chiefly of domestic servitude and prostitution, the excuse apparently being that it is inadvisable to interfere with Chinese custom. But that is an idle plea, for so soon as China became a republic the first and most stringent law passed was one forbidding the sale and purchase of human beings for any purpose whatever—adoption not excluded. But in the British Colony of Hongkong the shameful trade is carried on quite openly. Last year, our informant tells us, a state of things similar to that disclosed by Colonel John Ward was discovered and reported by the wife of a Naval Officer in H.M. Dockyard. As a result of her activities, on behalf of the slave girls, and her endeavours to stir public opinion in the Colony, her husband was informed that unless her efforts ceased he would be superseded and sent home. He refused to take any steps to interfere, being himself aware of the abominable evils that were practised. Our correspondent has further furnished us with a number of recent extracts from the Chinese and Hongkong Press which fully bear out the allegations. Indeed, to read in the *China Mail*, "China now forbids the sale of human beings, but we can sell them here" (Hongkong) and to look over the reports of Police Court cases in which persons were charged with cruelty to slave-girls, is to blush with shame that such things are possible under the British flag. Colonel Ward is, we believe, about to bring the question once more before the House of Commons, when we sincerely trust that the House will insist on the enforcement of the law against slavery and the proper punishment of the persons responsible for so flagrant a disregard of the first right of a British subject."

ENEMY PROPERTY IN ENGLAND.

In the House of Commons recently, Mr. Acland (Camborne, L.) asked the Lord Privy Seal whether his Majesty's Government had decided to restore to individual Germans, to a certain limited and specified value, property confiscated from them during the war; and, if so, what was the specified value in question.

Sir R. Horne, who replied, said:—The property of individual Germans was not confiscated either during the war or by the Treaty of Peace. Under the Treaty, however, such property in this country may be charged to meet German obligations to this country. An arrangement has been under discussion with the German Government, and is, I think, on the point of conclusion, for facilitating the restitution of British property in Germany, and meeting certain difficulties in regard to storage and other charges incurred on such property where it was not actually taken over by the German authorities. As part of this arrangement, it is proposed to release from the charge established under the Treaty of Peace household furniture, personal effects, and implements of trade in this country belonging to German nationals up to an amount of £500, in addition to the amount of storage and other charges, in cases where the income of the German national does not exceed the equivalent of £400 a year. In addition, a Committee has been appointed, consisting of Lord Justice Younger, Brigadier-General Cockerill, M.P., and Sir Malcolm Macnaghten, to advise upon applications from ex-enemy nationals for the release of their property within certain limits upon the grounds of necessitous circumstances. The limits which have been communicated to the Committee are property to the value of £1,000 in the case of ex-enemy nationals now resident in this country, and to the value of £200 in the case of ex-enemy nationals formerly resident in this country and now resident elsewhere. In addition to capital, income may be released up to a reasonable amount.

RESTORED AUSTRIAN PATENTS.

THE DISPOSAL OF ROYALTIES.

An Order by the Board of Trade, provides for the restoration of patent rights to Austrian and Bulgarian nationals which during the war were vested in the Public Trustee as custodian. Applications for patents are also revived. Dealings in regard to restored patents are now permitted as between British nationals and Austrian or Bulgarian patentees. The Board of Trade will in future deal with these matters in place of the Public Trustee.

Power is retained by the Board of Trade, where it is necessary for national defence or in the public interest, to expropriate, take over, or sell any of these patents. The terms as to purchase or indemnity under which this is done are to be fixed by a special tribunal to be nominated by the Lord Chancellor. It is further provided that in the case of voluntary dealings 75 per cent. of the royalties which would, under the Order, be payable to the patentees, shall go to the Administrator under the Peace Treaty, and only the remaining 25 per cent. to the patent owners. In other cases the whole of the royalties will be paid to the Administrator.

A further Order restores copyright ownership to Germans, Austrians, and Bulgarians whose rights were vested in the Public Trustee during the war.

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NEW ADVERTISEMENTS

G. R.

GOVERNMENT BILLS, ETC.

TENDERS for SPECIE and MEXICAN DOLLARS, current in this Colony, for Telegraphic Transfer, on the Lords Commissioners of His MAJESTY'S TREASURY, London, up to and for the sum of £50,000, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 o'clock A.M. on December 30th, 1920.

The tenders to state the total amount (in Pounds Sterling). No Telegraphic Transfer will be made for less than £100.

The tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS, etc."

The right to accept or reject any or all of the tenders is reserved.

Copies of Forms of Tender can be had on application.

"Persons tendering for (Bills) are hereby notified that having regard to the provisions of the Acts 22 George III., Cap. 45 and 41 George III., Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills)."

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporated capacity and made for the general benefit of the Company."

A. DELACOMBE, Lt.-Col.,
Treasury Chest Officer, A.P.D.
His Majesty's Treasury Office,
Hongkong, December 30th, 1920. [1987

STRUTHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES.

S.S. "WEST ISLIP"
From SAN FRANCISCO.

THE Steamship

"WEST ISLIP"

having arrived from San Francisco, *via* ports, on Dec. 29th, 1920, Consignees are hereby notified that their Cargo is being landed at their risk into the Hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged Cargo is to be left in the Godowns where it will be examined at 10 A.M. on January 4th, 1921, by the Company's Surveyors, Messrs Carmichael & Clarke.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the Goods have left the Godowns, and Cargo undelivered on and after January 5th, 1921, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.
Agents for Div. of Opr.
U.S. Shipping Board,
EMERGENCY FLEET CORPORATION,
12, Des Voeux Road, Central.
Hongkong, December 29th, 1920. [1988

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"MESOPOTAMIA"

having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, whence delivery may be obtained.

No Claim will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after Jan. 4th, 1921, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before Jan. 11th, 1921, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on Jan. 4th, at 10 A.M. by the Company's Surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD.,
General Agents.
Hongkong, December 29th, 1920. [1989

WAR MEMORIAL

SUBSCRIPTION LIST.

FOR the erection by Public Subscription, of a building to be run on Y.M.C.A. lines, to be called the WAR MEMORIAL INSTITUTE and to be managed for the joint use of the Navy, the Army and Civilians by a Joint Board of Directors.

Lists may be found at:—

Messrs. Lane & Crawford.
" Kelly & Walsh.
" Moutrie.
" Wm. Powell, Ltd.
The Hongkong Club.
" Hongkong Cricket Club.
" Club Lusitano.
" Engineers' Institute.
" Victoria Recreation Club.
" Kowloon Cricket Club.
" Kowloon Bowling Club.
" Peak Club.
" Club de Recreio.
" Craigengower Club.

M. J. BREEN,
Hon. Secretary,
War Memorial Committee.
Hongkong, December 15th, 1920. [1913

INTIMATIONS

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on SATURDAY, the 1st JANUARY, 1921.

Hongkong, December 28th, 1920. [1978

G. R.

NOTICE.

IT IS NOTIFIED for information of owners of PRIVATE CHAIRS and RICKSHAS that LICENCES for Private Chairs, Private Rickshas and Drivers are due for RENEWAL on JANUARY 1ST, 1921.

P. P. J. WODEHOUSE,
Captain Superintendent of Police.
Hongkong, December 24th, 1920. [1985

NOTICE.

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that CERTIFICATE for 2 Shares Numbers 25592/25593 issued on 22nd May, 1894, in the name of ISMAIL PILLAY MADAR has been LOST, and should the same not be produced before 7th January, 1921, it shall be deemed cancelled and of no effect.

GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hongkong, December 21st 1920 [1945

DISTRICT GRAND LODGE OF HONGKONG & SOUTH CHINA, E.C.

THE FORTY-FIFTH ANNUAL MEETING will be held on THURSDAY, DECEMBER 30TH, 1920, at 5.30 P.M. for 6 P.M.

All Master Masons are invited to attend. MORNING DRESS. [1979

SCOTTISH NATIONAL WAR MEMORIAL.

SCOTSMEN are reminded that the LIST OF SUBSCRIPTIONS to the above CLOSES on the 31st DECEMBER, and any who intend to Subscribe are requested to send in their Subscriptions on or before that date to either of the undersigned.

JOHN JOHNSTONE,
President,
HONGKONG ST. ANDREW'S SOCIETY,
c/o JARDINE, MATHESON & Co., LTD.
T. W. HILL,
Hon. Secretary,
HONGKONG ST. ANDREW'S SOCIETY,
c/o BRADLEY & Co., LTD. [1980

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

LOST.

THE SHARE CERTIFICATE No. 1603 for Two Shares Numbered 45491/45492 standing in the Register in the name of LUE YUE SAM (deceased) late of Hongkong having been LOST—NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, 5, Queen's Road Central, Victoria, Hongkong, on or before the 5th day of January, 1921, a new Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

MOWBRAY S. NORTHCOTE,
Secretary.
Hongkong, December 3rd, 1920. 1866

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

Payment of Final Dividend on Shares for the year ending 30th June, 1920.

THE BOARD having declared a FINAL DIVIDEND of 20% (Twenty per cent), free of Income-Tax, for the year ending 30th June, 1920, holders of Bearer Shares and holders of Dividend Warrants received from London on account of Registered Shares, will be paid their dividends on presenting No. 16 Coupon of the Bearer Shares, and Dividend Warrants on Registered Shares, to either of the following Banks at Shanghai or Tientsin:—

THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.
THE RUSSO-ASIATIC BANK.
THE BANQUE BELGE POUR L'ETRANGER.

The Payments will be made in either Dollars or Taels, as the holder may wish, at the buying rate of exchange of the day.

GENERAL MANAGER.
KAILAN MINING ADMINISTRATION.
Hongkong, December 22nd, 1920. [1958

HONGKONG HOTEL.

NEW YEAR'S EVE,
FRIDAY, DECEMBER 31ST, 1920.

THE attention of patrons is drawn to the fact that the usual Dance will not be held at the Hotel on the above date, as the entire accommodation has been booked from 9.30 P.M. for the "AT HOME" to be given by Lt.-Col. J. R. WINDHAM and Officers of the 2nd Battalion, The Duke of Edinburgh's (Wiltshire Regiment). [1868

REPULSE BAY HOTEL

THE Completion of the BALL ROOM EXTENSION has increased the Dance Floor capacity to 6,000 Square Feet.

DINNER DANCES
will be held at the above Hotel on the following dates:—

NEW YEAR'S EVE,
FRIDAY, DECEMBER 31ST, 1920.
And
NEW YEAR'S DAY,
SATURDAY, JANUARY 1ST, 1921.

HONGKONG HOTEL
DINNER DANCE
XMAS NIGHT,
SATURDAY, DECEMBER 25TH, 1920.
[1828

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for Boxes P, Q, AD, AP, AW, BF, BO.

TO LET. In Early February, Furnished EUROPEAN FLAT in Kowloon, 3 Rooms and all conveniences. Apply Box BO, care of *Daily Press* Office. 87

TO LET.

EUROPEAN OFFICES, 1st floor (four in one block) 16 to 19, Connaught Road Central (with use of lift).

Apply to—
"A. B.,"
Care of *Daily Press* Office.
1949

TO LET.

TWO LARGE ROOMS to let for Office 14, Des Voeux Road Central, Top Floor.

Apply to—
ROOM No. 1,
Care of *Daily Press* Office.
[1923

TO LET

SIX ROOMED HOUSE. Furnished, in Kowloon, for 8 or 9 months from Middle of March.

Apply—
Box No. 1981,
Care of "Daily Press" Office.
1981

WANTED.

FROM FEBRUARY, for one or two years, Fully Furnished five or six-roomed HOUSE. Middle levels preferred.

Apply to:—
Box 1931,
Care of *Daily Press* Office.
[1931

WANTED.

MOTOR LAUNCH, 25/30 ft., with speed of 10 knots. Must have good reliable engine and would be preferred with small cabin. Write with full particulars and price to—
Box 1947,
Care of *Daily Press* Office
1947

WANTED.

CRANE DRIVERS for Electric Cranes, previous experience essential.

Apply, stating qualifications and age, to—
TROLLOPE & COLLS, LTD,
B. P. O. Box 359, Shanghai.
1966

WANTED.

DESIGN AND CONSTRUCTION OF YELLOW RIVER BRIDGE FOR PEKING-HANKOW RAILWAY.

THE PEKING-HANKOW LINE of the Chinese Government Railways invites sealed proposals of BRIDGE CONTRACTORS for Designing and Building a New steel Bridge about 2,800 meters in length across the Yellow River (Hwang-Ho). Proposals will be received up to NOON OF JUNE 30TH, 1921, at the Office of Peking-Hankow Railway, Peking, China. Plans, rules and specifications can be obtained from the following Offices:

Peking:—Peking-Hankow Railway, American, British, Belgian, French, Italian and Japanese Legations.

Foreign:—Chinese Legations, Washington, London, Brussels, Paris, Rome and Tokyo.

All applications for same must be accompanied with £6.

PEKING-HANKOW RAILWAY ADMINISTRATION.
[1919

THEATRE ROYAL

Last 2 Performances.

TO-NIGHT TO-NIGHT
at 9.15 P.M. sharp.

Return for a short farewell season of the

BANDMAN COMEDY COMPANY

In their repertoire of New Plays

TO-NIGHT! TO-NIGHT!!

"NOTHING BUT THE TRUTH"

FRIDAY, Dec. 31st:—

By Special Request
"THE ROTTERS"
Come and laugh in the New Year.

Booking Plans Open at MOUTRIE'S. [1905

A. G. DA ROCHA

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

No. 24, D'Aguilar Street. Telephone No. 2332.

WEEKLY AUCTIONS.

TUESDAYS:—
MISCELLANEOUS GOODS.

THURSDAYS:—
VALUABLE HOUSEHOLD FURNITURE

SATURDAYS:—
EXCELLENT HOUSEHOLD FURNITURES.

INTIMATION

A. S. WATSON & Co., Ltd.

HIGH-CLASS PERFUMERY.

We have received fresh stocks of the *latest* FRENCH PERFUMES from Coty, Dubarry, Chiris, and other high-class perfumers—which include their choicest examples.

Single bottles, Cases of 2 bottles, Caskets of 2 and 3 bottles.

Series of Eau de Cologne and Lavender Water.

Roger & Gallets Perfume in caskets of 2 and 3 bottles.

Coffrets of Perfume Soap and Powder.

At very reasonable prices.

A. S. WATSON & CO., LTD.,

TELEPHONE 16.

[1]

BIRTH.

WIGNALL.—At Shanghai, on December 24th, the wife of A. T. WIGNALL, of a daughter.

DEATHS.

BROWNE.—At Shanghai, on December 23rd, FANNY SEMOY, the wife of F. G. Browne, C. M. Customs, aged 49 years.

FINDLAY SMITH.—At 23, Hyde Park Place, London, EULALIE GUSTAVINE DE SENNAVILLE, beloved wife of Mr. A. Findlay Smith. [1986

ACKNOWLEDGMENTS.

Mr. NORTHCOTE begs all his friends to accept this expression of his heartfelt gratitude to them for their deep sympathy with and kindness to him in his sad bereavement. [1984

Mrs. GEORGE IRELAND tenders her grateful thanks to her numerous friends for the beautiful wreaths and expressions of sympathy received in her recent sad bereavement. [1985

HONGKONG OFFICE: 10A, DES VOEUX RD. C
LONDON OFFICE: 131, FLEET STREET, E.C

The Daily Press.

HONGKONG, DECEMBER 30TH, 1920.

WHERE THE WORKMAN RULES.

SOME weeks ago we had occasion to refer to industrial conditions in Australia, and pointed out that matters were fast approaching the stage where, faced with an expenditure altogether out of proportion to their profits, manufacturers and wholesale firms in the Commonwealth would be forced to look about them for cheaper and better-disciplined labour. It seems, according to the latest newspapers which have arrived here from Sydney, that the crisis is to come even sooner than we expected, since the latest determinations of the Commonwealth Basic Wage Commission, Mr. HUGHES says, have provided for increases in the annual wages bill of the country amounting to between £70,000,000 and £100,000,000. Precisely what this huge addition means may be seen at a glance when it is contrasted with the financial returns of the Australian Government for the year 1917-18. In that period the net revenue for the six States was £36,802,968, and the expenditure, £91,116,157. Both sums are less than the new increase. The position is thrown into still more prominent relief when it is remembered that the total expenditure on the Australian Expeditionary Forces during the five years of war was £384,641,606, on a little less than three times the projected increase. The expenditure on war materials roughly represents the National Debt of the Commonwealth. In round figures the increase in wages comes to £25 per head of population.

Although the recommendations of the Basic Wage Commission have been received, so far, only by the PRIME MINISTER, their adoption is, unfortunately, but a matter of course. Some thirteen months ago Mr. HUGHES selected Mr. PIDDINGTON, a prominent K.C. of Victoria, to hold a Royal Commission in each State into the cost of living and to make recommendations for the fixation of a basic wage to apply to each of the six States, pledging himself and his Government to give effect, without modification, to the suggestions brought forward in the final report. Representatives of employers and employés were elected to assist the Commissioner and the recommendations now put forward are the result of their unanimous decision. The figures, although large, are less than was anticipated, for a prominent member of the commission a few months ago, when the enquiries were nearing conclusion, expressed the opinion that the recommended basic wage would be, as the minimum, £7 per week, whereas, on the present showing, the basic wage for each State will average in round figures £5 15s. per week only, or a percentage increase of 25 on existing rates—that is if we base our calculations on the figures announced by Mr. HUGHES in his statement to the Australian Press. Their accuracy was, however, challenged immediately by the president of the Australian Employers Federation, who says that the increments will represent more than £135,000,000 to the Commonwealth annually, and that the increase to New South Wales alone—the chief commercial centre—will be £60,000,000 a year. The real meaning of the determinations is that every male and female in Australia must receive at least 25 15s. a week, no matter what the nature of his or her employment may be. The chief—perhaps it would be more correct to say the only—reason for the increase is said to be the high cost of living in the Commonwealth, but a moment's thought shows that such a reason can, at best, be merely a superficial one.

In the first place the cost of living in Australia is declared by Australians who have recently travelled abroad to be lower at the moment than in any other part of the British Empire. A fine five-roomed house in one of the suburbs of the metropolitan cities may be obtained for 25s. a week rental. Even this is a deceptive basis for an estimate because the facilities for owning homes are so great under the privileges extended though Building Societies and State-Aid-For-Homes legislation that 75 per cent. of the people in Australia own, or are in process of owning, their own homes. The next essentials—food and clothing—are comparatively cheap in comparison with the prices obtaining at Home or in other Dominions, while conditions of living are probably more congenial in the Commonwealth than in any other of the British possessions. It would be absurd to contrast the problems of living in Hongkong with those of Australia, for a visitor to both countries sees at a glance, apart from looking at statistics, that Hongkong is probably twice as costly, at least. The salient point is, however, that *employés* in Hongkong, although admittedly pampered in point of salary as a set-off to residence in a foreign country, are very little better paid than their brethren in Australia, calculating on the normal sterling value of the dollar. From the business standpoint, firms here are much better off, since the small percentage of their staffs enjoying high wages is more than balanced by the cheap Chinese labour so largely used, and by the very greatly increased hours of work. In Australia most workmen, outside the manual trades, work six hours a day, and nobody more than eight, so that when the figures are reduced to a basis of shillings per hour worked, those of the Commonwealth would exceed the amount for Hongkong, or any part of the East, by a substantial margin.

Apart from this purely economic view of the position, the great difficulty in which Australian manufacturers will now find themselves must be the problem of financing their enterprises. More than 60 per cent. of the large firms have extended during the war on borrowed money, and much of their business is done on long credit. In the meantime they must pay their *employés* weekly, and to do so very frequently entails the necessity for bank overdrafts. The banks, however, are now calling in overdrafts and the money market is becoming perhaps more inaccessible than it was during the closing year of the war. With reserve funds in many cases depleted from the business stagnation of the last few months, with the import tariff increased by roughly 25 per cent., with revolutionary *employés*, an ever-tightening money market, and the immediate prospect of a serious world-wide trade depression, the Australian employer of labour is in a truly critical position. To hundreds these increases will mean bankruptcy, to others permanent disablement, while new enterprises proposed to be started on a large scale, such as CADBURY'S factory at Claremont, Tasmania, will, in all likelihood, be indefinitely delayed. The drastic retrenchments in staffs, that must follow the application of the Commission's recommendations will throw hundreds out of employment and the present serious industrial reaction will, as always happens in Australia during a trade-depression, become infinitely more accentuated. No matter from what aspect one regards it, the outlook is as black as it could be. But it is the logical outcome of an industrial code which is grasping and selfish, that considers no rights but those of the *employé*, admits no discipline, and accepts no compromise. The ability of the employer to meet the demands made upon him are never considered for a moment, any more than the responsibility of the *employé* to render an adequate return for his remuneration. As we have before remarked, the slogan cries of the militant are—lower living costs, less work, and more wages.

There are only two solutions to the position and they are inter-dependent—increased production, and the introduction of cheap labour. The latter involves the scrapping of the White Australia policy, a proposition that will stir up strife and rebellion in every corner of the Continent among trades unionists, or the militant section of them who will not work themselves, or allow others to do so. In the whole of this black outlook one sees just the smallest ray of light. It may perhaps lead a great number in the coming crisis along the path that will retrieve their own and their country's position—the path westwards from the cities into the rich uncultivated inlands. During the past decade centralisation has become so marked that more than half the population of Australia now resides in the capital cities, and more than a quarter of the remaining half in subsidiary cities. With the opening up of the inlands prosperity and a bright future for the Commonwealth will eventually come. But at best that is only a vista in the distance. The immediate future will see serious trouble and disturbances and almost certainly the introduction of coloured labour into Australia. The slackening of the Immigration laws for Chinese is one of the signs.

The P. & O. steamer *Bremen* which arrived yesterday brought reliefs for H.M.S. *Carlisle* and H.M.S. *Tamar*.

Capt. W. H. Hazlerigg, who arrived in the Colony by the s.s. *Plassy* succeeds Mr. Longinotto in the position of Assistant Crown Solicitor.

Sir Arthur Whitten Browne, the aviator who, with the late Sir John Alcock, first crossed the Atlantic by air, is again in Hongkong.

Messrs. Cherry & Co., shoemakers, of Pedder Street have reported to the Police that their godown has been broken into and a quantity of white duck, valued at $300, stolen.

The Straits Settlements trade figures for the third quarter compared with the same period in 1919 show an increase in imports of $54,750,000, and a decrease in exports of $49,750,000.

The Taikoo Club annual ball takes place to-night. The Captain Superintendent of Police has granted general permission to those desiring to return from the ball by motor-car after 1 a.m.

We regret to learn that news has reached the Colony of the death of A. Alf. Woolley who for very many years had been the Chief Agent of the P. & O. Company in Japan, and occupied that position up to the time of his death which occurred at Kobe a few days ago.

We regret to record the death in London of Mrs. Findlay Smith, wife of the well-known proprietor of the Peak Hotel, who has been a resident of Hongkong for over fifty years. Mrs. Findlay Smith had spent long intervals at home. She was last here during the period of the war, and returned to England soon after its conclusion. Much sympathy will be felt for Mr. A. Findlay Smith and his two sons in their bereavement.

NAVAL HOLIDAY:
BRITISH PUBLICISTS SUPPORT AGREEMENT PROPOSAL.

FRENCH SOCIALIST SPLIT:
ULTIMATUM FROM LENIN AND TROTSKY.

DISMANTLING GERMAN FORTS:
BERLIN ISSUES NOTE OF PROTEST.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

NAVAL HOLIDAY.

SUPPORT OF PROMINENT BRITISH PUBLICISTS.

LONDON, December 28th.

A number of influential people in Great Britain, including Mr. Walter Long, Lord Northcliffe, Lord Rothermere, Lord Burnham, Lord Robert Cecil, Lord Crewe, General Sir Frederick Maurice, General Sir Hubert Gough, Sir Donald Maclean, and Mr. George Barnes, have signified their support of the proposal of the *New York World* for an agreement between Great Britain, Japan and the United States for a reduction of naval armaments.

Mr. Long says that the British Government showed the sincerity of their desire for a reduction by submitting no naval building programme.

Mr. Long points out that the Government has not even submitted the estimates for finishing the ships under construction. As an island Power, entirely dependent on its seaborne supplies of all kinds, Great Britain, he says, must have a Navy capable of maintaining the ocean highways, but, whereas at one time our standard of strength was to be superior to the three next strongest Powers, all we suggest now is a strength equal to the next Power. Mr. Long asks: "Is that not proof of our desire for a general reduction of armaments?"

Lord Northcliffe welcomes the proposal of a naval holiday, and says that every million is needed for works of real progress.

Lord Robert Cecil says that extensive disarmament is vital to the economic life of the world and the realisation of the hope of peace. The countries least exposed to attack should set an example, but no permanent improvement can be expected without, firstly, a general agreement, and, secondly, a world machinery sufficient to ensure the observance of the agreement.

U.S. SCOUT CRUISERS.

IMPORTANT CHANGES IN ARMAMENT.

LONDON, December 28th.

A Washington message says that important changes have been made in the armament of the ten scout cruisers under construction. The vessels are now carrying twelve, instead of eight, 6-in. guns. Additional guns will be mounted forward and aft on twin mounts.

The change increases the displacement to 7,500 tons and reduces the speed from 35 to 33.7 knots. They will be equal, if not superior, to the light cruisers of any other Navy.

UNEMPLOYMENT PROBLEM.

CABINET CONSIDERING NEW PROPOSAL.

LONDON, December 28th.

Reuter is informed that the report that Mr. Lloyd George is shortly going to Nice is not correct. He remains in London at present to keep in touch with the unemployment problem. If a meeting of the Allied Premiers is arranged it will be in London or Paris.

The Cabinet discussed unemployment throughout the Christmas holidays, and again discussed the question to-day. It is considering a new proposal to make employers and trade unions jointly responsible for unemployment as advocated in recent speeches both by Labour leaders and employers. Local authorities are revising their housing scheme time schedules, in order immediately to absorb the surplus of labour for road-making, etc.

CHRISTMAS IN LONDON.

MILD SPRINGLIKE WEATHER: CROWDS OF VISITORS.

LONDON, December 28th.

After three newspaper-less days the public was hungering for news and found little to satisfy its appetite to-day. Christmas was noteworthy for the mildness of the weather, and was also characterised by the absence of sensational happenings, if Ireland is excepted. Incidents recorded there are merely what have been daily happenings for months past and have taught the public to expect them as an Irishman's Christmas. There were no accidents on the railways, which was probably due to the absence of frost and snowstorms. The quietness of the holiday-makers was reflected in the London police courts and prompted a magistrate's comment on the sobriety of the population and on the freedom from serious crime. If Christmas took many Londoners to the country, it brought an influx of visitors, many provincials profiting by the Spring-like weather to deposit wreaths at the Cenotaph, and tour the shops of London. To-day was indicated another bright side of the prevalent trade depression. Everywhere assistants were marking down prices, promising bargains for shoppers. The sale season begins to-morrow, and the reductions are generally described as unprecedented.

FRENCH SOCIALIST SPLIT.

THREATENED BY MOSCOW TERMS.

TOURS, December 28th.

A split among French Socialists is threatened as the result of the Socialist Congress here deciding, by a narrow majority, to give priority to the discussion of the question of adhesion to the Third Internationale. The debates were heated, the Moderates warning the assembly of the danger of adhesion to Moscow as equivalent to delivering the Socialists into the hands of the bourgeois Governments and pointing out that Communist minorities had succeeded in splitting Socialists in every country, except Great Britain and Austria.

A joint telegram from Lenin, Trotzky and Zinovieff was read insisting on the complete acceptance of Moscow's twenty-one conditions before adhesion could be accepted. Eventually the Moderates decided to secede from the Congress. The speakers included an Annamite, who denounced "the atrocities of capitalism in Indo-China."

INDIAN NATIONAL CONGRESS

DEMAND FOR IMMEDIATE SELF-GOVERNMENT.

LONDON, December 28th.

The Indian National Congress opened at Nagpur on December 26th. There were a thousand delegates, including Mr. Gandhi and other leaders of the non-co-operation movement, and also the members of Parliament, Mr. Spoor and Colonel Wedgwood.

The presidential address was delivered by Mr. Vijiaraghava Chariar, of Madras, in which the speaker insisted on the demand for immediate self-government for India with a written constitution and a Declaration of Rights. He appealed to Mr. Gandhi not to embitter racial hatred and warmly approved of the British connection.

EARLIER CABLES.

DRY DOCK FOR BRITISH COLUMBIA.

TO COST OVER £4,000,000.

VICTORIA, (B.C.), December 28th.

The Government has contracted with Messrs. Lyall and Sons, Montreal, to construct a dry-dock at Esquimalt Navy Yard at a cost of $4,300,000.

LATEST CABLES.

DISMANTLING GERMAN FORTS

BERLIN ADDRESSES NOTE OF PROTEST.

BERLIN, December 28th.

The Government has dispatched a Note to the Allies protesting against the Inter-Allied Commission's decision as regards dismantling certain fortresses on the southern and eastern frontiers, declaring that the decision does not accord with Articles 167 and 180 of the Peace Treaty and urging a reconsideration in view of the possibility of a Russo-Polish war again breaking out.

EARLIER CABLES.

GERMAN DISARMAMENT.

DECISION OF CONFERENCE OF AMBASSADORS.

LONDON, December 28th.

The question of the disarmament of Germany has reached a critical stage, owing to the failure of the German Government to carry out the provisions of the Spa agreement. The Conference of Ambassadors, at Paris, has decided to refer the matter again to the respective Governments.

According to the Paris *Echo*, although the German regular army has been reduced to the 100,000 stipulated for by January 1st, Germany still retains armed forces of about 300,000, including police, Customs officers, and forest guards, besides irregular organisations formed during the revolution, comprising two million men, with over a million rifles and a number of machine-guns.

According to *Voriaerts*, the Allied reply to the German refusal to disband the civic guard in East Prussia and Bavaria is couched in very energetic terms and calls upon Germany to respect the Allied decisions.

U.S. TARIFF LEGISLATION.

DEMOCRATIC OPPOSITION TO MEASURE.

WASHINGTON, December 28th.

In the Senate, Senator Hitchcock, the Democratic leader, opposed the Emergency Tariff Bill. He declared that its effect would be to restrict American commerce. He particularly opposed the embargo on Canadian wheat.

Senator McCumber retorted that the entire wheat surplus of Canada was coming to the United States.

Senator Stoot said twenty millions sterling worth of wool was now *en route* for America. He urged that American farmers should be protected.

The Democrats finally withdrew their opposition to the Republican plan to refer the matter to the Finance Committee in order that the Bill should be disposed of.

U.S. SHIPPING REGULATIONS

SHIPPING BOARD PERMIT NECESSARY.

NEW YORK, December 28th.

Senator Jones, the Chairman of the States Commerce Committee, has introduced a Bill requiring foreign ships entering American waters to carry permits issued by the Shipping Board, which will not be granted unless sanitary, food, wages and other conditions are of an equal standard to American vessels.

X-RAY OF PRISONERS' SKULLS.

TO CURE CRIMINAL TENDENCIES.

JACKSON, MICHIGAN, December 28th.

The State penitentiary has introduced a striking innovation. The prison management has begun to X-ray the skulls of the inmates in order to determine if surgical operations might cure the patients of criminal tendencies. When it is found that a part of the skull is pressing on the brain, an operation is to be performed in the prison hospital by Detroit surgeons. If the operation is believed to have cured the prisoner, the judge, who sentenced him, will be asked to sanction his release. A number of Michigan judges have agreed to accede to such requests.

LATEST CABLES.

THE FIUME CRISIS.

CONDITIONS FOR OPENING OF POURPARLERS.

ROME, December 28th.

Upon the request of delegates, the Mayor of Fiume and the Director of National Defence, Signor Ferrario, have ordered the suspension of firing at Fiume. The delegates desired to begin pourparlers, but these were temporarily delayed by Signor Ferrario insisting that the negotiations must be preceded by an explicit declaration of the loyal recognition of the Treaty of Rapallo.

EARLIER CABLES.

INVESTING FORCES REINFORCED.

ROME, December 28th.

A message from Trieste, dated December 27th, says that firing continued to-day. The investing forces have been reinforced. The Mayor of Fiume has requested an interview with the Commander of the Abazzia Division, which has been granted.

D'ANNUNZIO'S DESPERATE RESISTANCE.

ROME, December 28th.

The events at Fiume have caused a painful impression, and it is feared will cause agitation throughout the country. The theatres at Milan are closed.

The Government has issued a warning that demonstrators in favour of D'Annunzio will be severely punished.

Signor Giolitti has informed anxious Deputies that the troops have been ordered, as far as possible, to avoid bloodshed at Fiume, whose occupation is expected to be completed to-day. He denied the report that D'Annunzio had been killed or wounded or that private houses at Fiume had been shelled, although he admitted that a warship fired a few rounds at D'Annunzio's headquarters and barracks.

Unofficial accounts of the fighting confirm the statement that the Italians reframed from artillery fire, although they encountered houses transformed into machine-gun nests and streets defended with barbed wire. The fighting was fierce. A rebel armoured car made a desperate stand and the crew was killed before the car was captured.

VERDUN'S DEAD.

HILL DOUAUMONT A VAST CEMETERY.

PARIS, December 28th.

When King George visits Verdun shortly he will inspect the great necropolis containing forty huge tombs or ossaries representing forty battles round Verdun, each containing unidentified remains collected on the battlefields. At each corner of the necropolis a Catholic chapel, a Protestant church, a Jewish synagogue and a Mussulman mosque is being erected. It is proposed to transfer the identified bodies now lying in thousands in the town to the famous Hill Douaumont, whose slopes will be a vast cemetery enabling the visitor at a glance to appreciate the magnitude of the struggle.

GENERAL WRANGEL'S ARMY.

PLIGHT OF REMNANTS IN GALLIPOLI.

ATHENS, December 28th.

Twenty-four thousand Wrangel troops are in Gallipoli in a state of desperation, hunger and disease, owing to lack of medical arrangements. It is stated here that the Greeks are unable to supply the deficiencies.

NEW YORK HARBOUR STRIKE

SUPPORT OF MASTERS' AND PILOTS' UNION.

NEW YORK, December 28th.

The Harbour Boatmen's Union has voted in favour of a strike, which is to begin on January 1st, and is sympathetically supported by the Masters, Mates and Pilots Union, involving altogether 5,000 men, who refuse to accept a 64-hour week.

CALIFORNIA LAND LAW.

OUTCOME OF CONFERENCE.

LONDON, December 28th.

A Washington telegram says that after a conference between Mr. Kahn, the Japanese representative and Mr. Morris, American Ambassador to Japan, at the State Department, it was reported in official circles that Japan had withdrawn her objections to the California law prohibiting land-holding by Japanese. Mr. Kahn refused to deny or confirm the report, but a Congressman, who is in close touch with the Japanese question, said he believed that Great Britain had advised Japan to withdraw her objections.

IRISH UPHEAVAL.

"FREEMAN'S JOURNAL" CASE.

LONDON, December 28th.

Besides the editor, two Directors of *Freeman's Journal* have been sentenced to a year's imprisonment.

RECORD OF OUTRAGES IN CHRISTMAS.

LONDON, December 28th.

Altogether 11 persons were killed and several injured, two banks robbed, and newspaper offices in Dublin and Cork attacked in Ireland during the Christmas holidays.

FORTIFYING PANAMA CANAL

RECOMMENDATION OF COMMITTEE.

WASHINGTON, December 28th.

The Fortifications Committee are shortly introducing a Bill into Congress whereby the Panama Canal is to be made impregnable to attack from air, land or sea.

RHONDDA STRIKE.

DECISION OF MINERS.

LONDON, December 28th.

The Rhondda strikers have decided to return to work, pending negotiations.

M. C. C. TOUR.

WIN AGAINST BENDIGO.

BENDIGO, December 28th.

The M.C.C. beat fifteen of Bendigo by an innings and 263 runs.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

TRADE OPENINGS IN CHINA.

LONDON, December 28th.

Mr. T. B. Partington, of Hongkong, in a special article in the newspaper *Financier* on trade openings in China, asseverates that the Chinese merchants are gentlemen. As to (British!) representatives in China among whom at present the good men are very few and insufficient to cope with the volume of business, he alleges that since the Armistice the representatives he had met were persons who had better stay at home, as by falling foul of the Chinese they had become ineffectual.

GLARELESS LIGHTS.

IMPORTANT DISCOVERY.

A discovery of the greatest importance to motorists has been made by the Ministry of Transport. The committee of that department who have been inquiring into the matter believe that they have solved the problem of the dazzling headlight and have found a lamp which, while avoiding dazzle, will give ample illumination for safe driving at night.

At their meeting the committee were delighted with the discovery, and have ordered certain final tests, which they expect to prove entirely satisfactory. On their completion the details of the new lamp will be made public, and subsequently the use of it will be made compulsory.

The principal feature of the lamp is an arrangement whereby it is possible to regulate the height of the illuminating shaft of light. It will throw a brilliant beam on the ground, not extending above the level of a man's waist. The new device is a British invention.

DEARER NEWSPAPERS

Over 650 increases in price of newspaper and periodical publications have been recorded by the *Newspaper World* this year.

THE UNITED STATES AND FOREIGN TRADE.

THE 100 MILLION CORPORATION.

CHICAGO, December 11th.

The conditions which are back of the proposal of the American Bankers Association to create a hundred million dollar corporation to finance the foreign trade of the United States, as submitted to a national convention of bankers and business men here, are outlined in the following statement by John McHugh, vice-president of the Mechanics and Metals Bank, New York City, and chairman of the committee which inaugurated the plan. Mr. McHugh has been urged by the administrative committee of the American Bankers' Association to become chairman of the board of directors of the new corporation.

FOREIGN TRADE'S GROWTH.

"There are now 12 Federal Reserve Banks operated in the interest of the commercial business of the country under the supervision and direction of a central body known as the Federal Reserve Board," Mr. McHugh explains. "These banks gave an aggregate capital of approximately one hundred million dollars.

"That capital has been supplied under compulsion of law, known as the Federal Reserve Act, by the National Banks of the country and such State Banks as elected to conform to the Federal Reserve Law requirements in order to become members of the system. It has resulted in co-ordinating the banking power of the country in a way that has been of maximum helpfulness in the trying times that we have recently passed through and are now experiencing. It has proved to be a splendid piece of financial machinery for the commercial business of this country, but to that extent and no further can it properly go under the law.

UNIQUE POSITION.

"The foreign trade of this country on account of the unique position of the United States in the past few years, has expanded to such an extent that a contraction to pre-war conditions would have a most depressing effect, and therefore, it has come to be recognized that another large piece of equally important financial machinery is needed in order to finance that foreign trade and maintain it at such figures as will keep our people at work and our avenue of production adequately employed. This can likewise be done under the Federal Reserve Law owing to the fact that a recent amendment to that law, known as the Edge Act, makes it possible, but not compulsory for the banks of the country to furnish the needed capital therefor.

CO-OPERATION NEEDED.

"It is estimated that at the present time loans or credits in connection with the foreign trade of American importers aggregate approximately four billions of dollars and it is a well-known fact that a great deal of this is directly or indirectly carried by the banks of the country in short time form, but as much of it must be renewed from time to time it, in fact, represents long-time credits.

"Long-time credits are undesirable from the standpoint of prudent commercial bank management and are not in harmony with the spirit of the Federal Reserve Act in so far as it applies to commercial bank business.

"Such long-time credits should be handled by an investment corporation of wide and extensive distributing ability, and if they were so handled there would be a marked improvement in the banking situation. Such a corporation can come into existence through the co-operation of the banks and business men of this country."

SOCIALIST ATTACK ON BOLSHEVISM.

"STATE-SLAVERY AND MISERY."

A manifesto issued by the executive committee of the Second International, which met in London last month, contains the following:—

The future of the World International is at stake. What capitalism never succeeded in doing, fanatical dogmatists have accomplished in our own camp. They have split the rock of proletarian unity from within. Nevertheless, workers throughout the world, the International is not dead; it lives; it summons you to the fight against capitalism. It is waging the battle for the ideals of democratic Socialism as against the slavery of capitalism on the one hand and the tyrannical dictatorship of Bolshevism on the other. Socialism means peace. Bolshevism means violence and war.

We accuse the leaders of the Third International of demoralizing the workers. They trod the desires of the Russian people in the dust, and in place of democracy they established an armed dictatorship, not of the proletariat, but of a committee. Now they are attempting to impose their will and their decrees upon the Socialist and Labour Parties of the whole world. They belong to the old world of Tsardom, not to the new world of Socialism. They have insulted 27 millions of organized trade union workers by calling them "blacklegs," and have declared their intention to disrupt the trade unions, the organization of the class-struggle of the proletariat.

They may have ended wage-slavery, they have established State-slavery and misery. They have robbed the workers of freedom of movement and of combination and are preventing the creation of economic democracy. Socialism alone can fight exploitation and slavery in every form! Nothing but equal rights, politically and economically, for all producers can break the chains which capitalism has forged on humanity.

Draw the cork and Haig & Haig Five Stars Scots Whisky will speak its own praises

The quantity is limited, the quality tavers. You cannot get Haig & Haig Whisky everywhere

THE fine palate that will only tolerate the very best in whisky finds absolute satisfaction in Haig & Haig Five Stars Scots Whisky—the only whisky that is good enough for the best people.

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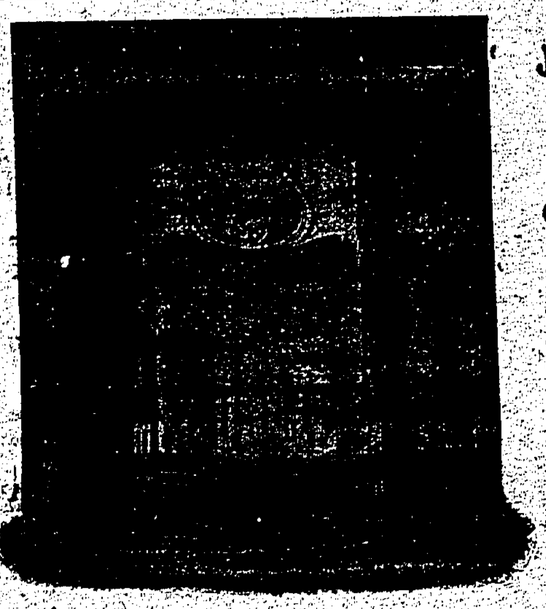

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THE GREAT SILENCE.

HOW ARMISTICE DAY WAS OBSERVED IN LONDON.

Nothing more simple, more beautiful, or more dramatic than the Great Silence was ever conceived. For the brief space of two minutes the Empire remembered the glorious dead. All movement was suspended, all business at a standstill, and perfect silence everywhere. During this period the British Isles were entirely cut off from the rest of the world. In the cable-room at the Central Telegraph office, where communication is constantly maintained with all the principal countries, the instruments taking out messages to France, Canada, Holland, Belgium, and Germany were released from traffic and became still. Throughout the five floors, where day and night operating is ceaselessly carried on with thousands of audible instruments, the eleven o'clock chimes from a neighbouring church tower echoes with startling distinctness, and at two minutes past the slow notes of the "Last Post," blown by one of the officers of the department, rang through the building. In order to have every instrument silent on the stroke of eleven traffic was gradually slowed up five minutes before the hour. The principal officers were assembled in the great provincial gallery on the third floor. Workmen engaged on the premises ceased work with the telegraphic staff. Throughout the telephone exchanges work was completely suspended by the operators at a given time signal. Engaged lines were not disconnected, but the whole system was absolutely silent.

At the great London railway termini the hurrying crowds of intending passengers halted as the hour was reached, and trains timed out at eleven o'clock were kept until the two minutes had elapsed. Passengers, porters, taxi-drivers, platelayers, all stood motionless and with hats and caps doffed.

There was a great crowd of litigants about the Law Courts when the hour struck, and all movement and business were at once suspended. Many of the attendants who played their part in the war were wearing their medals, one or two men displaying a double row. The Lord Chief Justice was not sitting, as he was present at the Westminster ceremony, but in the Prize Court Sir Henry Duke, the President, rose at the hour and interrupted the speech of Mr. Raeburn, K.C., in a legal argument. Mr. Justice Salter asked for the Silence to be observed "in memory of the brave dead." "We will break off here for two minutes," said Mr. Justice Bailhache in the King's Bench Division, "and carry our memories back to the fateful days of the great war, and so remind ourselves of the debt we owe to those who fought, endured, and died for us—not only to them, but to Him in Whose hands are the issues of all battles." Mr. Justice Roche interrupted the examination of a witness by counsel, and all in court remained standing. The silence was intense, only the ticking of the clock being heard.

The Law Lords were sitting in the House of Lords when Big Ben struck, and immediately counsel who was addressing their lordships ceased his speech until the two minutes had concluded.

Singularly impressive scenes were witnessed at the big London stores, where customers and staffs joined in paying their tribute to the Empire's fallen warriors. At Whiteley's a service, commencing at 10.45 and lasting for twenty minutes, was held beneath the central dome, while at Selfridge's at the eleventh hour buglers who were drawn up on the balcony in front of the building sounded the "Last Post." All work ceased, and during the Silence members of the staff who saw service during the war stood with bowed heads round the firm's roll of honour of comrades who had enlisted with them and had made the great sacrifice. At Harrods the fire alarm bells announced the commencement of the Silence, and all business was suspended for the two minutes; and at Gamage's the signal for the tribute to the dead from the living was given by buglers, who sounded "G," a second call signifying the recommencement of every-day business.

In Fleet-street and its adjacent thoroughfares the thunder of the printing presses ceased. The raucous cries of the newsboys were stilled, motor-bicycles conveying newspapers came to a halt, motor-omnibuses stopped, and as the hour of eleven rang out from the clock of Wren's beautiful church of St. Bride all the great offices in the vicinity became as still as the grave. In the street itself there was only to be heard the twittering of many birds. Apart from the sonorous notes of Big Ben and the chimes of St. Paul's Cathedral this was the only sound in newspaper land. As if by the move of a magician's wand all was hushed into a wonderful stillness, vastly impressive in its solemnity and pathos. From Ludgate-circus, up Ludgate-hill to the Cathedral there was not a movement. The occupants of the omnibuses stood in silent reverence for the dead. On the pavements and in the roadway men stood with bare heads and bowed shoulders.

Actors, actresses, and managers gathered at Drury Lane to do honour to their Glorious Dead. Beautiful wreaths from every theatre in London had been placed about the memorial which is erected there to all actors, musicians, writers, and workers for the stage who fell in the Great War. Eleven strokes were sounded on the big orchestral bell, and at two minutes past eleven "Last Post" was sounded on the trumpet, accompanied by the muffled drums, by two members of the Drury Lane orchestra.—*Daily Telegraph.*

PROHIBITION AND THE HOME

UNHAPPINESS PRODUCED BY "DRYNESS."

Contrary to all expectations, matrimonial infelicity, instead of diminishing, has been greatly augmented by prohibition. This, at all events, is the experience of Chicago, which reports to-day a 228 per cent. increase in complaints of cruelty to wives and children since the advent of dryness. Inability to obtain alcoholic refreshment, says Mr. Albert E. Webster, superintendent of the Juvenile Protective Association, has resulted in a general surliness, which often expresses itself in abuse of the family.

Detroit is having a very similar experience.

On the other hand, many crimes have undergone striking reduction since the enactment of Prohibition.—*Times.*

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The Only Lady Magician on the professional stage.

These Great Artists with their complete Company and effects are concluding a twelve years tour of the world and have been everywhere acknowledged as

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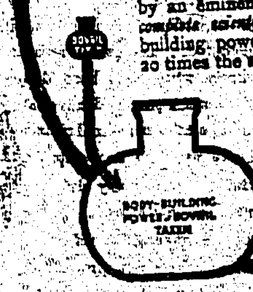

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All orders executed promptly, and wholesale houses of established repute dealt with only. Successful selling lines with large profits immediately available.

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Special Late Cars after each show.

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EACH FILLED WITH HIGHEST QUALITY CHOCOLATES.

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GERMAN TRADE.

NEW CHALLENGE BY RICH MANUFACTURERS.

German industry is busy marshalling itself into vast trusts. The fight between the industrial giants of this country is ending and one big chapter in German capitalistic enterprise is practically closed, writes Mr. George Renwick to the *Daily Chronicle* from Berlin. The giants are going to unite in order to do away with the costly rivalries between firms, and enable the vast self-contained corporations the better to face foreign competition. A trust has been formed between the German Luxemburgian Coal and Iron Company and the Gelsenkirchener Mining Company on the one hand, and Messrs. Siemens and Halske, the Electricity Company of Nuremburg (formerly Messrs. Schukert and Company) and Siemens, Schuckert and Co. on the other. The powerful Bochum Coal and Iron and Steel Association will undoubtedly be drawn into this trust, which will then have a capital of 621,000,000 marks.

The important point is this: The first two mentioned companies, which are in the Stinnes group with a joint capital of 280,000,000 marks, will bring coal, iron, copper, aluminium and all the Herr Stinnes ships to the great Siemens trio of companies, which form the second biggest concern in Germany, and one of the biggest in the world, for the manufacture of electrical machinery and commodities.

STINNES'S ANSWER.

Thus, this vast trust will be absolutely self-supporting. It controls, too, other smaller companies more or less completely, such as the Continental Electrical Undertakings Company. It will not be wrong to read into the formation of this trust Stinnes's thunderous reply to the loud demand for the socialisation of industry. Where the great Siemens organisation goes, the still greater General Electricity Company, the biggest concern of its kind, must inevitably follow. Up to now it has been the General Electricity Company which has always led in ideas and enterprise. But that is not to say that it has been caught napping. It recently took serious stock of the new industrial situation. Its first step was to link up with Messrs. Felten and Guilleaume, the large makers of half-manufactured articles for machines of all kinds. Then it opened up negotiations with the Upper Silesian Iron Industries Company, a very large concern.

ANOTHER HUGE TRUST.

But though the General Electricity Company is sure of large supplies of coal it will have to make its position secure in this respect, and on Exchange there are rumours of parleys with the Good Hope Coal and Iron Ore Company of Upper Silesia, one of the biggest enterprises in that region. If these rumours materialise there is a prospect of yet another tremendous trust. The whole machine building world must follow the electrical industry. Indeed, that is begun already. The Augsburg-Nuremberg Machine Factory, one of the biggest of South German companies, with a capital of 100,000,000 marks, and about to double it, has entered into negotiations with the Good Hope Company, which recently came to a trust-like arrangement with the big Esslingen Machinery Factory Company. Thus, two vast industrial groups are in touch with the Good-Hope Company, and it is not improbable that they will eventually link up. That would make a trust with a capital of several hundred million marks more than that first mentioned—the Stinnes-Siemens alliance.

GREAT CHEMICAL COMBINE.

But that is not all. There is something even greater. Since 1913 two great firms—the Leuna and the Oppau Ammoniak works—have been in process of completion with a view to supplying Germany's requirements in chemical manures. The war interfered with this, of course, but now the factories are almost complete. Germany needs 300,000 tons of chemical manures annually, and these two firms are already producing rather more than half that amount. They have been relying on the financial support of the Baden aniline and soda factory, and during the war the State gave them no less than 100,000,000 marks. The Baden concern itself is really a great trust, consisting of eight of the biggest dye and chemical firms in the country. This trust has invested nearly 600,000,000 marks in the Leuna and Oppau works. It is now proposed to release the new works from such great financial dependence on the Baden Trust by setting them up as a limited company with a capital of 500,000 marks. That will enable them to go ahead in bringing their output up to an amount which will cover home requirements—a highly important matter for Germany's future economic prosperity—to go on increasing the output so as to enter the foreign market, which they are confident of doing at an early date. Other industries are following suit. A great starch combine has been formed, with a capital of seven million marks, and it will control 90 per cent of Germany's whole output. The cigarette factory of Adramicos and Company, of Duisseldorf, has bought up the Quell and Wittig Company, and is raising its capital from two million to 8½ million marks. Such is one week's evidence of how German industry is forming in a phalanx to challenge the whole world to an industrial and trading battle.

DISASTROUS TAXATION.

PROTEST BY MANUFACTURERS.

The Administrative Committee of the National Union of Manufacturers have adopted the following resolution:—

"That the attention of the Prime Minister, Mr. Bonar Law, and the Chancellor of the Exchequer be drawn to the fact that the present rate of taxation is more than production in this country is capable of bearing, that it is depressing British industry, and is causing, and will continue to cause, with increasing gravity, unemployment and failure on the part of British manufacturers and merchants to maintain trade, on which depends the continued existence of the country.

"We also wish to record our opinion that national finance, manufacture, and trade are proceeding in the direction of severe depression, and that unless taxation can be lessened nothing but disaster can lie in front of us."

The *Morning Post* Dyer Fund has been closed. It amounts to £26,317 and included £9,360 subscriptions from India.

Your Baby's Eyes and the Eyes of Your Children

Make them beautiful by daily washing with LAVOLHO. It is so simple, so pleasant, so effective. In many hundreds of cases has LAVOLHO saved the burden of expensive treatments.

If inflamed, sore eyes, stops discharging. Swollen, scaly lids become white and firm. Weak eyes grow strong. Wash your eyes daily with LAVOLHO and your friends will speak of their beauty. A refreshing tonic for tired aching eyes.

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For sale, complete with directions, at all chemists' shops, druggists', etc.

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On Back. Itching Terrible. Could Not Rest At Night.

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"At last I saw an advertisement for Cuticura Soap and Ointment, and I got them. I felt the benefit after a few days, and after using about six weeks' treatment I was healed." (Signed) Mrs. Annie E. Northridge, 52, Merton Lane, Wincobank, Nr. Sheffield, England.

These fragrant emollients are all you need for all toilet purposes. Soap to cleanse, Ointment to heal.

Soap 1s., Ointment 1s. 3d. and 2s. 6d. Sold throughout the Empire. For sample each free address: "F. Newbery & Sons, Ltd., 27, Charterhouse Sq., London." Also for mail orders with price. Cuticura Soap shaves without mug.

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SHANGHAI via SWATOW	... ...	"CHOYSANG"	...Sun., 2nd Jan.,	D'light.
HAIPHONG via HOIHOW	... ...	"LOKSANG"	.....Wed., 5th Jan.,	10 a.m.
SHANGHAI & KOBE	... ...	"FOOKSANG"	...Thurs., 6th Jan.,	D'light.
SINGAPORE & PENANG	... ...	"FOOSHING"	..Sat., 8th Jan.,	2 p.m.
SINGAPORE & PENANG	... ...	"KUMSANG"	.....Wed., 12th Jan.,	2 p.m.
STRAITS & CALCUTTA	... ...	"LAISANG"	....Tues., 18th Jan.,	2 p.m.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation. Sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kuadat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chinfoo.

CALCUTTA LINE.

S.S. "FOOSHING" will be despatched on or about Saturday, 8th Jan., for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS and DUTCH EAST INDIES.

S.S. "KUMSANG" will be despatched on or about Wednesday, Jan. 12th, for SINGAPORE and PENANG. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS, and DUTCH EAST INDIES.

S.S. "LAISANG" will be despatched on or about Tuesday, 18th, Jan. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,
GENERAL MANAGERS.

TELEPHONE No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel		Due Hongkong
"GLENLUCE"	... ...	5th Jan.
"GLENADE"	... ...	10th Jan.
"GLENTARA"	... ...	20th Jan.
"GLENAMOY"	... ...	28th Jan.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENLUCE"	about 30th Jan.	GENOA, LONDON & ROTTERDAM.
"GLENADE"	about 12th Feb.	LONDON, ANTWERP & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.,
The Glen Line, Ltd., AGENTS.

Tel No 21 sub 5 ex 23 and 3696.

Cable Address: Kawakisen, Kobe.
Bentley's A.B.C. 5th Ed.
[and Scott's Codes.

Telephone: Nanzuky 3844, 3933.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP - - - - ¥20,000,000

President: Mr. Y. KAWASAKI.
Vice-President: Mr. K. MATSUKATA.
Managing Director: Mr. MASAYA ABE.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's management—

Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 9,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co. Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,
No. 8, Bund, Kobe.

123

...855 tons, ...h coal.—

...ress, Brit... ...tons, Capt. Collyer, from ... ...—M.M. & Co.
Dewarr, British str., ...tons, Capt. Babb, from Bombay, with a general cargo.—M. M. & Co.
Fujisan Maru, Japanese str., 1,123 tons, Capt. Siki, from Canton, in ballast.—M.B.K.
Hydrangea, British str., 561 tons, Capt. Drummond, from Swatow, with a general cargo.—Chiu On.
Kwangsee, Chinese str., 1,468 tons, Capt. Tailor, from Canton, with a general cargo.—C.M.S.N.
Lake Farmingdale, American str., 1,634 tons, Capt. Lenercaut, from Calcutta, with a general cargo.—P.M. S.S.
Mesopotamia, British str., 2,764 tons, Capt. Williams, from New York, with a general cargo.—Bank Line.
Shun Cheong, Chinese str., 235 tons, Capt. Leung San Kong, from K. C. Wan, with a general cargo.—Wai Yee.
Soshu Maru, Japanese str., 1,006 tons, Capt. Fukue, from Canton, with a general cargo.—O.S.K.
Sunning, British str., 1,750 tons, Capt. Wavell, from Canton, with a general cargo.—B. & S.
Taiyuan, British str., 2,308 tons, Capt. Hamilton, from Melbourne, with a general cargo.—B. & S.
Tean, British str., 1,350 tons, Capt. McDonald, from Shanghai, with a general cargo.—B. & S.
Telemachus, British str., 1,340 tons, Capt. Bentley, from Saigon, with rice.—Wo Fat Shing.
Tjipanas, Dutch str., 3,815 tons, Capt. Schuttenburg, from Balik Papan, with a general cargo.—J.C.J.L.
Tung Shing, British str., 1,173 tons, Capt. Bateman, from Canton, with a general cargo.—J.M. & Co.
West Islip, American str., 3,657 tons, Capt. Oligreen, from Shanghai, with a general cargo.—S. & D.
Yunnan, British str., 1,206 tons, Capt. Martin, from Shanghai, with a general cargo.—B. & S.

CLEARANCES.

December 29th.

City of Joliet, for Port Said.
Fujisan Maru, for Keelung.
Hai Hong, for Foochow.
Haru Maru, for Ching Wan Tao.
Shun Cheong, for K. C. Wan.
Soshu Maru, for Takao.
Sunning, for Shanghai.
Taiszema, for Hoihow.
Tak Sang, for Haiphong.
Taming, for Manila.
Tanda, for Calcutta.
Tean, for Canton.
Tjiboet, for Batavia.
Tung Shing, for Shanghai.
West Islip, for Manila.
Wuhu, for Shanghai.
Yunnan, for Canton.

PASSENGERS.

ARRIVALS.

Per s.s. *Taiyuan*, on December 29th:—Mr. and Mrs. F. Meade, Mr. and Mrs. Geo. Gray, Mrs. Lewis, Capt. French, Miss Retallack, Mr. McCarthey, Miss Rand, and Mrs. Meade.

Per s.s. *Dilwara*, on December 29th:—Mr. and Mrs. Albuquerque, Mr. and Mrs. M. Antonio, Mr. J. Cursetjee, Mr. M. Dataram, Mr. B. C. Ferreira, Mr. D. G. Hill, Mrs. Ah Hong, Mr. R. L. Hetch, Mr. R. E. Mogra, Mrs. Quintas, Mr. K. Tyaballi, Mr. A. G. Sena, and Dr. S. N. Wong.

DEPARTURES.

Per s.s. *Colombia*, on December 29th:—Mrs. H. W. Bromfield, Rev. and Mrs. B. B. Bronson, Messrs. H. Bland, C. T. Cooke, J. B. Cooley and T. T. Chugatini, Mrs. L. Duganne, Miss I. S. Dreyfus, Mr. and Mrs. W. G. Dwyer, Mr. John Dietz, Mr. C. F. Elkington, Capt. and Mrs. C. C. Fitzhugh, Mrs. J. C. H. Ferguson, Mrs. C. Field, Mr. J. H. Green, Mrs. F. Goble, Miss E. M. Hewith, Mrs. R. J. Harrison, Messrs. W. D. Kraft, L. Largis, E. Luna, and G. Motti, Mr. and Mrs. A. Miller, Mr. and Mrs. J. F. McClure, Messrs. T. W. Naylor, Y. E. Niederhansen, D. L. Ridgen, Mr. and Mrs. N. J. Stabb, Miss M. Schneider, Mr. W. P. Strawson, Mr. Y. Shimada, Mr. and Mrs. Mack Soohoo, Mr. F. W. E. Truijssenaar, Miss Grace M. Turton, Mr. H. M. Tuska, Mr. H. U. Umstad, Mr. and Mrs. Perry Wearne, Miss M. L. Wearne, Mr. O. F. Walsh, Mr. H. Wilson, and Capt. L. Zwaal.

VESSELS EXPECTED.

Achilles due January 8th.
Anchises due January 8th.
Benvorlich, from Europe, due January 4th.
Cap Finisterre (N.Y.K.) from Liverpool, due January 29th.
Corinkeys from Seattle, due January 1st.
Duquesne from New York, due February 2nd.
Edmore from Seattle, due January 24th.
Empress of Asia, due about January 8th.
Empress of Japan due December 31st.
Glenluce due about January 3rd.
Kotsu Maru (Calcutta line), due Jan. 2nd.
Kumano Maru from London, due January 15th.
Lycaon due January 15th.
Mentor, from Europe, due January 16th.
Mishima Maru, from London, due February 1st.
Montcalm, due December 31st, 7 a.m.
Montague from Portland, Ore, due January 1st.
Protesilaus due January 5th.
Rangoon Maru, from Japan, January 10th.
Sanuki Maru due January 2nd.
Satsuma from New York, due January 15th.
Schodack from New York, due January 10th.
Tamba Maru (European line), due January 20th.
Tenyo Maru due January 5th.
Totomi Maru (Calcutta line), due January 8th.
Yokohama Maru (European Line), due January 6th.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Japan* arrived at Shanghai on December 27th, and is due at Hongkong on December 30th.

The P. & O. s.s. *Stella* left Singapore for Hongkong on the 28th instant at noon, and is due here on the 31st inst., about noon.

The N.Y.K. s.s. *Sanuki Maru* (Calcutta line) left Singapore on December 28th, and is expected here on January 3rd.

The m.v. *Glenluce* left Singapore on December 29th, and is due at Hongkong on January 5th.

The N.Y.K. s.s. *Atsuta Maru* (European line) left Kobe on December 28th, and is expected here on January 6th.

SHIPPING NOTES.

The new P. & O. liner *Barading*, which has accommodation fifteen hundred passengers, was launched in Belfast on November 29th.

The first steamer to be requisitioned by the Government at the beginning of the war, the Bibby Line *Oxfordshire*, has just resumed her regular service. During the war she made 235 voyages and carried 50,746 wounded and sick.

The N.Y.K. as been planning for its Hamburg liners to call at Dairen, and the new steam *Lima Maru* left Dairen outward on the 19th instant, loading bunker coal and cargo. The *Tsuruga Maru*, from Kobe December 30th, *Lisbon Maru* outward in the middle of January, and *Mito Maru* in the middle of February, will touch at Dairen on the way to Europe.

The steamer *Loyalty*, which was bought and run by the Scindia Steam Navigation Company, of Bombay, was the subject of an animated discussion at the first annual meeting of the shareholders of the company. The vessel is being run at a loss, and the chairman said that he was going to England to consult an expert as to a change of policy. He would also take advice as to the purchase of new steamers. A Hindu shareholder: For God's sake, don't purchase any more new steamers! The chairman assured the shareholders that the directors would exercise great caution in this respect.

KAISER'S "VICTORY SHIP."

JOINING THE SYDNEY-SINGAPORE TRADE.

From the Sydney *Sun* we take the following:—

In the year 1914 the Kaiser had a dream that he would rule the earth. After he had brought other nations to their knees, he intended to make a cruise round the world to view his dominions. For this purpose he had a floating palace built. The ship is at present in Sydney Harbour.

The fortunes of war have brought under the Australian flag a palatial steamer—one which is said to have been specially constructed to take the Kaiser and his family around the world after the Germans had won the war. Known formerly as the *Wahehe*, the steamer will shortly sail from Sydney under the name of *Marella*, under the auspices of Burns, Philp. It has been decided to draft the *Marella* into the Sydney-Singapore trade, and she will be the most elaborate vessel in southern waters.

An inspection of the *Marella* reveals the wonderful amount of detail employed by the Germans in ship construction. The *Marella* was undoubtedly built for a special mission, for no shipbuilder would attempt such expense on an 8,000-ton steamer. Everywhere there is luxury. All the fittings, even to the carpet-holders, are of German silver.

WEATHER REPORT.

December 29th, at 12.29.—Pressure has increased moderately over N.E. Japan. Elsewhere changes since yesterday are small.

A deep depression is shown to the north-east of Japan and a strong anti-cyclone is central over S. Manchuria.

Fresh to moderate monsoon may be expected along the east coast of China and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 107.00 inches against an average of 83.13 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong to Gap Rock	N.E. winds, fresh; cloudy.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LAISANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 1st Jan., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.,
General Managers.

Hongkong, December 20th, 1920. [1963

CPOS

SAILINGS

HONGKONG to VANCOUVER

via Shanghai, Nagasaki (Moji) Kobe & Yokohama

	From Hongkong	Due Vancouver
• SOUTH SEA	Jan. 7	Jan. 31
EMPRESS OF ASIA	Jan. 18	Jan. 31
EMPRESS OF JAPAN	Jan. 26	Feb. 16
EMPRESS OF RUSSIA	Feb. 10	Feb. 28
EMPRESS OF JAPAN	Mar. 15	Apr. 5
EMPRESS OF ASIA	Mar. 31	Apr. 18
• MONTCALM	Apr. 7	May 1
EMPRESS OF RUSSIA	Apr. 28	May 16
EMPRESS OF JAPAN	May 17	June 7
EMPRESS OF ASIA	May 28	June 13
• MONTCALM	June 14	July 8

Passengers to Europe may arrange to decommune the same date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations may be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London & Glasgow. Passage orders covering all such reservations will be issued here.

For Passage and other information please apply to

HONGKONG OFFICE.

Telephone No. Cable address: CACANPAC

CANADIAN PACIFIC OCEAN SERVICES.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "NANKING"	S.S. "NILE"	S.S. "CHINA"
15,000 Tons	11,000 Tons	10,200 Tonsa

SAILING FROM HONGKONG for SAN FRANCISCO
via Shanghai, Japan Ports and Honolulu

S.S. "CHINA"	S.S. "NANKING"	S.S. "NILE"
Feb. 25th	Jan. 12th	Jan. 25th

SAILING FROM HONGKONG for MANILA

S.S. "NANKING" March 19th

SAILING FROM HONGKONG for SINGAPORE

S.S. "CHINA"	S.S. "NILE"
Feb. 7th	April 3rd

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, Acting, FREIGHT & PASSENGER AGENT, PRINCE'S BUILDING, 1ST HOUSE STREET.
TELEPHONE, PASSENGER DEPT. No. 1934. TEL. FREIGHT DEPT. & AGENT. No. 2161.

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship

"KAGA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON TO-DAY.

Goods not cleared by Jan. 1st, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.

Hongkong, December 25th, 1920. [1971

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"RHESUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 30th December.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays, between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 31st December will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 15th Jan., 1921, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 25th, 1920. 1933

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PLASSY"

Arrived Hongkong, on Dec. 25th, 1920.

From LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, December 25th, 1920. [1968

S.S. "PAUL LECAT"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed, and stored at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Jan. 1st, 1921, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before Jan. 4th, 921, or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas, on FRIDAY, Dec. 31st, at 10 A.M.

No Fire Insurance will be effected.

R. RODENFUSER,
Acting Agent.

Hongkong, December 26th, 1920. [1970

DODWELL & COMPANY, LD.

STEAMSHIP SERVICES.

Regular Sailings to

NEW YORK & OR BOSTON

via Suez or Panama Canals at Owners' Option.

S.S. "BOLTON CASTLE" ... ... about end of January

LLOYD TRIESTINO

For SHANGHAI

S.S. "PILSNA" on or about 7th January.

for BRINDISI, VENICE & TRIESTE.

Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA & DANUBE PORTS.

VIA SINGAPORE, PENANG & COLOMBO

S.S. "NIPPON" ... ... on or about 16th January.

S.S. "PILSNA" ... on or about 6th February.

Passengers' Luggage can be insured at the Office of the Agents.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.

For JAPAN:

S.S. "HOKUTO MARU" ... on or about 20th January.

For JAVA,

S.S. "BORNEO MARU" ... sailing on or about 3rd Jan.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading for SOUTH AFRICAN PORTS with transhipment at CALCUTTA.

In conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD.
Agents. 116

N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports

Cargo to Overland Points U.S. in connection with Great Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (omitting Manila)	Wednesday,	26th Jan., at 11 a.m.
TAJIMA MARU	Saturday,	29th Jan., at 11 a.m.
SUWA MARU	Saturday,	12th Feb., at 11 a.m.
FUSHIMI MARU (omitting Manila)	Wednesday,	9th Mar., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said and Marseilles.

ATSUTA MARU	Friday,	7th Jan., at 11 a.m.
SHIDZUOKA MARU	Monday,	24th Jan., at 11 a.m.
KAGA MARU	Friday,	4th Feb., at 11 a.m.

HAMBURG, LONDON & ROTTERDAM via Suez

TSUBUGA MARU ... Wednesday, 12th January.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU	Tuesday,	18th Jan., at 11 a.m.
AKI MARU	Tuesday,	15th Feb., at 11 a.m.

NEW YORK via Suez.

SOUTH AMERICAN PORTS via CAPE,

BOMBAY & COLOMBO via Singapore.

RANGOON MARU	Tuesday,	11th January.
KAWACHI MARU	Wednesday,	26th January.

CALCUTTA & RANGOON via Singapore & Penang.

YEROSHI MARU	Friday,	31st December.
TAKAOKA MARU	Thursday,	6th January.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 22nd Jan., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KOTSU MARU (omitting Yokohama)	Sunday,	2nd Jan.
SANUKI MARU (omitting Yokohama)	Monday,	3rd Jan.
YOKOHAMA MARU	Friday,	7th Jan., at 11 a.m.
KANAGAWA MARU	Saturday,	8th Jan.
TOTOMI MARU	Sunday,	9th January.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers:

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

	DUE TO ARRIVE	DUE TO SAIL
S.S. WEST HIFTON	About Jan. 30th 1921.	S.S. WEST HIFTON About Feb. 2nd 1921.

Through Bills of Lading to all U.S. and Canadian Overland Points no Transhipment en-route Shipside connection with the Baltimore, Santa Fe and Southern Pacific Railroads.

Head Office:—Los Angeles, Calif. Hongkong Office:—Prince Building, Chater Rd Tel. No. 1022.

Branch Offices:—Kobe, Shanghai, Manila, Singapore.

CHAS. E. RICHARDSON,
General Agent for South China.

4321

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agent.

14

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

JAPAN, CHINA AND STRAITS

to

UNITED KINGDOM AND CONTINENT.

LONDON, ROTTERDAM & ESBJERG (DENMARK)

"CITY OF FLORENCE" 7th Feb.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Reiss & Co., Canton.

THE BANK LINE, LTD.,
General Agents.

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C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	o'Sail
AMOY, MANILA, CEBU & ILOILO	"TAMING"	On 30th Dec., D'light.
SWATOW, SHANGHAI & DAIREN	"WUHU"	On 30th Dec., D'light.
HONGAY	"PAKHOI"	On 30th Dec., 10 A.M.
SHANGHAI	"SUNNING"	On 30th Dec., Noon.
SHANGHAI & TSINGTAO	"TEAN"	On 1st Jan., Noon.
SWATOW and BANGKOK	"CHENGTU"	On 4th Jan., 9 A.M.
AMOY, SHANGHAI & FUKOW	"SHANTUNG"	On 4th Jan., Noon.
SHANGHAI	"SINKIANG"	On 6th Jan., Noon.

☞ SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

☞ BANGKOK LINE—Weekly service to and from Bangkok via Swatow

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.
Agents.

Telephone 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAILOONG"	Capt. J. S. Thomson	MONDAY, Jan., 3rd at 12 Noon.
"HAICHING"	Capt. A. H. Stewart	THURSDAY, Jan., 6th at 12 Noon.
"HAIHONG"	Capt. W. C. Passmore	SUNDAY, Jan., 9th at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

4

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

*"ROMEO"	via Panama	4th Jan.
*"LAOMEDON"	via Suez	10th Jan.
*"AGAMEMNON"	via Suez	22nd Jan.
*"KENTUCKY"	via Suez	1st Mar.

* calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. REISS & CO., CANTON.

P. & O. — BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"SICILIA"	6,703	1st Jan. 10 A.M.	Marseilles, London & Antwerp
"BREMEN"	11,500	10th Jan.	Marseilles & London.
"DILWARA"	5,400	11th Jan.	Singapore, Colombo & Bombay
"FLASSY"	7,346	23rd Jan.	Marseilles, London & Antwerp
"BANCA" (Cargo)	6,000	31st Jan.	do.
"DELTA"	8,000	4th Feb.	do.
"DUNERA"	5,400	7th Feb.	S'pore, Colombo, & Bombay.
"LAHORE" (Cargo)	5,300	14th Feb.	do.
"ALIPORE" (Cargo)	5,300	27th Feb.	do.

BRITISH INDIA - APCAR SAILINGS (South)

"TANDA"	7,000	30th Dec. P.M.	Calcutta via S'pore & R'goon.
"KURYALUS"	—	31st Dec. 9 A.M.	Amoy.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,080	12th Jan.	Singapore, Thursday Island,
"KANOWNA"	7,400	16th Feb.	Cairns, Townsville, Brisbane.
"ST. ALBANS"	4,800	9th Mar.	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"DILWARA"	5,400	30th Dec. Noon	Shanghai only.
"EASTERN"	4,000	4th Jan.	Japan direct.
"DELTA"	8,000	9th Jan.	Shanghai & Japan.
"LAHORE"	53,00	13th Jan.	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents. [1

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
"HAVRE MARU" ... ... Wednesday, 5th Jan.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN & CAPE TOWN via SINGAPORE.
* "PANAMA MARU" ... ... Sunday, 9th Jan.
* Taking Passengers

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
"BURMA MARU" ... ... Friday, 7th Jan

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.
"SHISEN MARU" ... ... Sunday, 2nd Jan.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA via Manila and Shanghai—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
"AMUR MARU" ... ... 27th Jan., 1921.

NEW ORLEANS LINE.
"HEMBUNG MARU" ... ... Monday, 7th Feb.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.
"NANKING MARU" ... ... Tuesday, 4th Jan.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.
"AMAKUSA MARU" ... ... Sunday, 2nd Jan.

TAKAO via SWATOW & AMOY.
"SOSHU MARU" ... ... Thursday, 30th Dec.

For sailing dates and further particulars please apply to—

Tel. Nos. 744 & 745.

T. YAMAUDA, Manager,
No. 1, Queen's Building. [31

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAIYUAN"		5th Jan.

Sailings Subject to Alteration.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For Freight and passage apply to—BUTTERFIELD & SWIRE, Agents. [31

T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE FAIRWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
† SIBERIA MARU	20,000	...Dec. 25th.
TENYO MARU	22,000	...Jan. 15th.
SHINYO MARU	23,000	...Feb. 7th.
† PERSIA MARU	9,000	...Feb. 24th.
KOREA MARU	20,000	...Mar. 7th.

† Calling at Dairen instead of Nagasaki.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDEAN RAILWAY TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG.
KIYO MARU	17,900	Jan. 15th, 1921.
ANYO MARU	18,700	March 12th.
SEIYO MARU	14,000	May 12th.

For full information regarding passengers, freight an sailings, apply to—

Y. TSUTSUMI, Manager,
King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:
Messrs. T. E. GRIFFITH, LTD. [24

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Destination		Sailing Dates
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIC"	10,000	On or about 16th Jan
	"PORTHOS"	20,000	On or about 5th Feb
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT-SAID	"AMAZONE"	10,000	On or about 2nd Jan
	"ANDRE LEBON"	12,000	On or about 13th Jan.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,
Acting Agent,
Queen's Building.

TELEPHONE 740.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers:

For SEATTLE, TACOMA, VICTORIA, & VANCOUVER
(Calling at Shanghai and Dairen.)

"CROSSKEYS"	About Dec. 20th.
*"EDMORE"	About Jan. 14th.

* Calling at Shanghai and Dairen

For PORTLAND direct.
(Calling at Kobe and Yokohama).

"MONTAGUE"	About Jan. 9th.
"ABERCOS"	About Feb. 9th.
"PAWLET"	About Mar. 7th.

Through Bills of Lading issued, to Interior European points.

For Freight and Passenger apply to

THE ADMIRAL LINE.

TELEPHONE 2477 & 2478. Fifth Floor, Hotel Mansions.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" & "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

U.S. SHIPPING BOARD VESSEL

FOR SAN FRANCISCO.

SHANGHAI-HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana (Cuba) and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.
Hotel Mansions
Cable Address "SOLANO"

Telephone 141

POST OFFICE NOTICE

NEW YEAR HOLIDAY.

The Post Office will be open on Saturday, the 1st January, from 8 a.m. to 9 a.m. only.

There will be one collection and one delivery of ordinary correspondence as on Sunday and one delivery of Registered correspondence at 9 a.m.

The Money Order Office will be entirely closed.

The District Post Offices will be open from 8 a.m. to 9 a.m. and from 5 p.m. to 6 p.m. with the exception of Kowloon Office, which will be open from 8 a.m. to 9 a.m. only, and Sheung Wan Office which will be open from 8 a.m. to 9 a.m. and from 5.30 p.m. to 8 p.m.

There will be one delivery from District Offices at noon.

INWARD MAILS.

From	Per	Due
U.S.A., Canada, Japan and Shanghai	*Empress of Japan*	30th inst.
U.S.A., Canada, Japan and Shanghai	*Montcalm* ...	31st inst.
Shanghai	*Sicilia*	31st inst
Shanghai	*Amazone* ...	2nd Jan.
Straits	*Kotsu Maru* ..	2nd Jan.
Straits	*Sinaki Maru*	3rd Jan.
Japan and Shanghai ...	*Atuta Maru* ...	6th Jan.

OUTWARD MAILS.

For	Per	Date
*Iwatow, Amoy and Takao	*Soshu Maru* ...	Thursday, 30th, 9.00 A M
*Shanghai, and *North China...	*Sinning*	Thursday, 30th, 11.00 A M
Shanghai and N. China	*Dilwara*	Thursday, 30th, 11.00 A M
Straits, Bangkok, Calcutta	*Tanda*	Thursday, 30th, Noon
Philippine Islands	*Mesopotamia* ...	Thursday, 30th, 2.00 P M
Iwatow	*Hydrangea* ...	Thursday, 30th, 3.30 P M
Straits, Bangkok, and Calcutta	*Lake Fielding* ...	Thursday, 30th, 4.00 P M
*Japan	*Tjilatjap*	Thursday, 30th, 5.00 P M
Amoy	*Euryalus*	Thursday, 30th, 5.00 P M
Fort Bayard, Haifong and Haiphong ...	*Hanoi*	Thursday, 30th, 5.00 P M
Shanghai, North China, Japan Honolulu, *Canada, United States, Central and South America, and *EUROPE via SAN FRANCISCO	*Siberia Maru*	Friday, 31st. Registered ... 9.45 A M Letters 10.30 A M
Philippine Islands ...	*Yuensang* ...	Friday, 31st, 2.0 P M

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(Direct).

"MACHAON" 11th Jan. London, Rotterdam & Hamburg.
"RHESUS" 15th Jan. London, Amsterdam & Hamburg.
"OANFA" 25th Jan. London, Amsterdam & Hamburg.
"IXION" 6th Feb. London, Amsterdam & Antwerp.
"MENTOR" 22nd Feb. London, Amsterdam & Hamburg.

LIVERPOOL SERVICE
(Direct or via Continental Ports).

"ALCINOUS" 9th Jan. Marseilles, Havre & Liverpool.
"HECTOR" 18th Jan. Genoa & Liverpool.
"BELLEROPHON" 19th Jan. Genoa, Marseilles & Liverpool.

PACIFIC SERVICE
(via Kobe and Yokohama)

"TYNDAREUS" 30th Dec. } Victoria, Seattle, Tacoma & Vancouver.
"TEUCER" 1st Feb. }
"PROTESILAUS" 15th Feb. }

NEW YORK SERVICE
(via Suez or Panama).

"LAOMEDON" 10th Jan. via Suez.

HOMEWARD PASSENGER SERVICE

"ANCHISES" 1st Feb. for Liverpool direct.
"MENTOR" 22nd Feb. for London direct.
"TEIRESIAS" 1st Mar. for London direct.
"STENTOR" 15th Mar. for Liverpool direct.

FOR FREIGHT AND ALL INFORMATION APPLY TO—
RUTTERFIELD & SWIRE,
AGENTS.

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HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 29th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	30.07	30.07	30.02
Temperature ...	70	65	68
Humidity ...	90	90	78
Wind Direction	East	East	East
,, Force	3	4	4
Weather... ...	b	c	c
Rain	—	—	—

Highest open-air Temperature on 28th ...70
Lowest open-air Temperature on 29th ...65

SUNRISE AND SUNSET IN HONGKONG.

FOR DECEMBER.

Date	Sunrise. a.m.	Sunset. p.m.
December 29th	7.03 ,,	5.49 ,,
,, 30th	7.03 ,,	5.49 ,,

COMMERCIAL.

OPENING QUOTATIONS.

December 29th.

On London.—
Telegraphic Transfer 3/1⅝
Bank Bills, on demand 3/1⅝
Bank Bills, at 30 days sight.....3/2⅛
Bank Bills, at 4 months' sight 3/2⅛
Credits, at 4 months' sight 3/3⅛
Documentary Bills, 4 months sight3/1⅜
On Paris.—
Bank Bills, on demand 245
Credits, 4 months' sight 1005
On New York.—
Bank Bills, on demand 55⅞
Credits, at 60 days' sight 57⅛
On Bombay.—
Telegraphic Transfer ..... —
Bank Bills, on demand 219½
On Calcutta.—
Telegraphic Transfer ..... —
Bank Bills, on demand 219½
On Shanghai.—
Bank Bills, at sight ..... —
Private, 30 days' sight ..... —
On Yokohama.—On demand 114
On Manila.—On demand—Peso ... 132 n.
On Singapore.—On demand 133
On Batavia.—On demand..... 174½
On Haifong.—On demand ..... nom.
On Saigon.—On demand ..... —
On Bangkok.—On demand 87
Sovereigns, Bank's Buying Rate ...$8.35 n.
Gold Leaf 100 fine, per tael $40.40
Bar Silver per oz. ..... 43d.

	Per cent.
Hongkong ...30 cents piece ...	$0.20 Discount.
Hongkong ...10 ,, ...	0.15 ,,
Canton ...50 ,, ...	16.60 ,,
Canton ...10 ,, ...	0.00 ,,

BANKS

THE BANK OF CHINA
中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital $60,000,000.00
Paid-up Capital 12,279,800.00
Reserve Funds 4,116,772.00

HEAD OFFICE—PEKING.

HONGKONG BRANCH:—20-21, Connaught Road Central. Branches and Sub-branches all over China, and Correspondents in San Francisco, Singapore and Tokyo.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
New York Bankers:—Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
Interest on Fixed Deposits at the following rates:—
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.

TSUYEE PEI,
Manager.

Hongkong, November 25th, 1920. 6

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE:
St. George's Building, Hongkong.

Chairman of Board of Directors
Mr. WONG SHIU HAM.

Chief Manager... ...Mr. L. S. Holum.
Asst. Manager... ...Mr. K. T. Woke.
Hongkong Manager Mr. I. P. Allen.

Foreign exchange and General Banking business transacted.
Current, Savings, and Fixed Deposits bear interests at rates of 2 per cent., 4 per cent. and 5 per cent. per annum, respectively.

L. S. HOLUM,
Chief Manager.

Hongkong, October 2nd, 1920. [1671

BANQUE DE L'INDO-CHINE
(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris

Subscribed Capital ... Frs. 72,000,000.00
Paid up Capital ... ... Frs. 68,400,000.00
Reserves Funds ... ... Frs. 69,587,203.54

BRANCHES

Bangkok	Hongkong	Saigon
Battambang	Mongtse	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haifong	Peking	Tourane
Hankow	Pnom-Penh	
Hanoi	Pondichery	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.

V. MARSOT,
Acting Manager.

Hongkong, November 1st 1920 178

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Voeux Road Central.
Hankow Branch:—Pasoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.
Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY,
Manager.

Hongkong, July 7th, 19— [39

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853
Head Office—London.

Paid-up Capital £3,000,000
Reserve Fund £3,000,000
Reserve Liability of Proprietors ... £3,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROOKATT,
Manager.

Hongkong, March 27th, 1920. [53

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund £1,050,000

Bankers:
The Bank of England,
The London Joint City & Midland Bank, Ltd.

Branches:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bharu	Port Louis (Mauritius).	

Hongkong Branch.
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.

7, Queen's Road Central,
Hongkong, June 30th, 1920. [44

BANQUE INDUSTRIELLE DE CHINE
(FRENCH BANK).

Authorised Capital ... F. 250,000,000
Subscribed Capital ... F. 150,000,000
Paid Up ... ... F. 75,000,000
Reserve Funds ... ... F. 80,000,000
Subscribed by the Government of the Chinese Republic ... Frs. 57,000,000

Chairman of the Board of Directors ... André Berthelot
General Manager ... A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon	Hongkong	Yunnanfu
Marseilles	Hanoi	Vladivostock
Peking	Singapore	Foochow
Shanghai	Canton	Swatow
Tientsin	Saigon	Yokohama
Hankow	Haiphong	Moukden
New York	London	Antwerp
Bordeaux	Tsinanfu	Pnom-Penh
Dunkerque,	Batavia	

BANKERS:
In FRANCE: Société Général pour favoriser le Developement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In SAN FRANCISCO: Crocker National Bank.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold Terms on application.
Every description of Banking and Exchange business transacted.
Special facilities for French exchange.

M. MONTARGIS,
Manager.

Hongkong, October 15th, 1920.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—
No. 2, Queen's Road Central, HONGKONG
Established 1919.

PAID-UP CAPITAL $2,000,000.00
RESERVE FUND 200,000.00

DIRECTORS:
Mr. Pong Wai Ting, Chairman,
Mr. Chow Shou Son, Mr. Kan Ying Po,
Mr. Li Koon Chun, Mr. Mok Ching Kong,
Mr. Fung Ping Shan, Mr. Wong Yun Tong,
Mr. P. K. Kwok, Mr. Chan Ching Sook,
Mr. Ng Chang Lok.

Chief Manager ... Mr. Kan Tong Po.
Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES—

LONDON	NEW YORK
SHANGHAI	SAN FRANCISCO
KOBE	YOKOHAMA
NAGASAKI	SAIGON
SINGAPORE	PENANG
TIENTSIN	HANKOW
MANILA	BATAVIA
SAMARANG	SOURABAYA

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted.
Loans granted on approved securities.
Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits on the following rates:—
For 3 months at the rate of 3% per annum
For 6 months at the rate of 4% per annum
For 12 months at the rate of 5% per annum

KAN TONG PO,
Chief Manager.

Hongkong, October 1st, 1920. [109

SANITARY WASHABLE
HALL'S DISTEMPER
THE KING OF WATER PAINTS.

The scientific ideal of a wall covering is one that is not only beautiful, but easy to keep clean, germ-proof, absolutely fast in colour, and when applied a thorough disinfectant. No wall covering conforms so closely to these requirements as Hall's Sanitary Washable Distemper which has the important advantages of being most economical and durable.

Hall's Distemper is applied with a whitewash brush, saving much in the cost of labour.

It sets hard, kills microbes and vermin, and disinfects.

It is made in a wide range of 70 colours, including rich dark as well as light tints. The colours never fade, enabling furniture and pictures to be moved about a room without showing discoloured walls.

Hall's Distemper decoration may be washed by lightly sponging down with clean tepid water. It remains clean, sweet and fresh for years.

Shade card and full particulars post free on application to:—

WM. C. JACK & CO., LTD.,
14, DES VOEUX ROAD CENTRAL,

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

[20

KONINKLYKE PAKETVAART MAATSCHAPPY.
(Royal Packet Navigation Co. of Batavia)

The Steamship

"VAN WAERWYCK"

will be despatched to
SINGAPORE, PENANG AND BELAWAN DELI

This vessel offers excellent cabin accommodation for saloon passengers.
Wireless Telegraphy.

For Freight and passage apply to:—

JAVA-CHINA-JAPAN-LYN,
Agents.

Telephone No. 1574.

ASIA BANKING CORPORATION
(An American Bank).

Capital $4,000,000
Surplus $1,100,000

Head Office:
NEW YORK, U.S.A.

Branches

SHANGHAI	TIENTSIN	MANILA
HANKOW	CANTON	CHANGSHA
SINGAPORE	PEKING	

All Descriptions of banking business transacted.
Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.
American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, Sold by us. Payable Throughout the World

VERNE CLAIR,
Acting Manager.

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HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.
Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent per annum.

For the Hongkong and Shanghai Banking Corporation,
A. G. STEPHEN,
Chief Manager.

Hongkong, December 29th, 1920. [9

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds—
Sterling £1,500,000
Silver $23,000,000
Reserve Liability of Proprietors $15,000,000

Court of Directors:
Hon. Mr. E. V. D. Paez—Chairman
A. B. Compton, Esq.—Deputy Chairman
G. M. Dodwell, Esq. | Hon. Mr. J. Johnson
G. T. M. Erskine, Esq. | A. C. Lang, Esq.
A. B. Gabbay, Esq. | W. L. Pattenden, Esq.
Hon. Mr. P. B. Hotyoak | J. A. Plummer, Esq.

Chief Manager.
Hongkong—A. G. Stephen, Esq.

Acting Manager:
Shanghai—H. G. Stitt, Esq.

London Bankers:
LONDON COUNTY WESTMINSTER AND PARR'S BANK, LIMITED.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

A. G. STEPHEN,
Chief Manager.

Hongkong, December 29th, 1920. 6

THE BANK OF TAIWAN LIMITED
(Taiwan Ginko).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ... ... Yen 60,000,000
Capital (Paid-up) ... ... ,, 45,000,000
Reserve Funds ... ... ,, 9,690,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka Moji.
FORMOSA—Giran, Kagi, Karenko, Kelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
London, County, Westminster, and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
Manager.

Hongkong Branch,
3, Des Voeux Road, Central,
Hongkong, September 1st, 1920. [43

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